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# The Washington Historical Quarterly

1923

VOLUME XIV

THE WASHINGTON UNIVERSITY
STATE HISTORICAL SOCIETY
UNIVERSITY STATION
SEATTLE, WASHINGTON

F 709791

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# The Washington Historical Quarterly


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VOL. XIV. NO. 1 JANUARY, 1923

*ISSUED QUARTERLY*
Two Dollars per Year


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Entered as second-class matter, November 15, 1906, at the Postoffice at Seattle, Washington, under the act of Congress of July 16, 1894.

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# The Washington Historical Quarterly

## THE BUILDING OF THE WALLA WALLA & COLUMBIA RIVER RAILROAD*

Recording at this time accurately the happenings of fifty years ago would ordinarily be a difficult task. The man, however, who built the Walla Walla and Columbia River Railroad left unmistakable footprints to mark his career. His personal books of account taken in connection with his daily diary provide undisputable records of the early history and development of the Inland Empire, so far as his personal effort had to do with them. Tracing his ancestry, it is found that Alexander Baker came to Boston from England in 1635. Among his descendants was Ezra Baker, the grandfather of Dorsey Syng Baker and a cousin of Ethan Allen. Doubtless these sturdy ancestors endowed Dorsey Syng Baker with the courage and strength to build, with but little assistance in the face of seemingly unsurmountable difficulties, the first railroad in the Northwest east of the Cascade Range.

Dorsey Syng Baker, generally known as Doctor Baker, was born in Illinois October 18th, 1823. He graduated from the Jefferson Medical College at Philadelphia in 1845, and for the next three years he practiced his profession in the Middle West. Early in the spring of 1848 he took Horace Greeley's advice and reached Oregon late in the fall of the same year. He attended the sick of the emigrant train with which he traveled, and in consideration of his services, he was provided with board and bed—he, himself, riding horseback. During the gold excitement he made two trips to California, but finally returned to Douglas County, Oregon, where he erected the first flour mill in the southern part of that state. In 1858 he engaged in a general mercantile business in Portland. An advertisement in the *Oregonian* of March 15, 1859, shows that he was advocating profit sharing at that time as we

* By request this article was written for the *Washington Historical Quarterly* by W. W. Baker, son of Dr. Dorsey Syng Baker.—Editor.

know it today, but on a more extended scale, embracing the sharing of one half his net profits to all his cash customers. "Quick sales for cash and no losses" was his motto. Later he became interested in navigation on the Columbia River, controlling the steamers *E. D. Baker* and the *Spray,* and finally he purchased the steamer *Northwest,* plying on the upper Columbia and Snake Rivers. All of these boats were sold to the Oregon Steam Navigation Company. In 1859 he engaged in general merchandising at Walla Walla, to which place he moved in 1861 and permanently resided thereafter. Out of his mercantile enterprise, in 1869, grew the first bank in the Territory of Washington, now the Baker-Boyer National Bank of Walla Walla. Briefly these are the records covering the life of Doctor Baker up to the time he became seriously interested in connecting by rail the little town of Walla Walla with navigation on the Columbia River.

As early as the year 1862 the question of building a railroad from Walla Walla to Wallula was considered. A charter with this in view was secured. According to Lyman's history thirty of the prominent citizens of Walla Walla were included as incorporators. Doctor Baker was among this number. Various propositions were presented and considered whereby money might be obtained for the purpose of financing the construction of the road. However, nothing tangible resulted.

March 23rd, 1868, marked another era of popular discussion of this same question which resulted in the incorporation of the Walla Walla & Columbia River Railroad Company with Doctor Baker, A. H. Reynolds, I. T. Reese, A. Kyger, J. A. Lasater, J. D. Mix, B. Scheideman and W. H. Newell as incorporators, but as in the former instance nothing materialized from the effort.

Following this, however, in 1869 authority was granted to the County of Walla Walla to issue bonds in the sum of $300,000.00 to aid in building this road conditioned upon its confirmation by a two-thirds vote of the legal voters of the county. The election for this purpose was delayed and did not occur until Spetember 18th, 1871, and it then failed to carry by eighteen votes. The reason for the failure can rightfully be attributed to no greater nor less an influence than that a tiny insect commonly known as the bed bug. This fact was not given to the press nor was it generally known, but the writer well remembers the incident. Doctor Baker was deeply interested in the success of the election in question and made a personal house-to-house canvass in the rural districts

of the county in the interest of carrying the necessary vote. At that time Walla Walla County covered a large area and was an empire within itself. A well known and influential resident in a section of the county, which is now in Columbia County, owned a stage station, store, hotel and saloon. It was on one of these canvassing trips that Doctor Baker and the writer accepted the hospitality of this man for the night. This was purposely arranged in order that his influence might be had in favor of carrying the bonds at the coming election. But little argument was necessary to convince him of the merit of the cause, and he agreed to join in the effort to carry the election. All went well until the following morning when our host learned that a change to the hay loft had been made by his guests during the night, in their sleeping quarters, due to the presence of insects in the room assigned to them. The landlord became greatly incensed and declared that his house was not so infested. He thereupon bent his best efforts to defeat the carrying of the bonds at the election, which without doubt was the cause of its failure. This illustrates how some trivial incident often changes the whole course of history.

Doctor Baker doubtless had some misgivings as to what the result of the election would be, for he had, several months previous to this date, made preparation to build the road himself. This is evidenced by his check, still in existence, drawn in payment of stock subscribed by him, and the calling of a meeting of the board of directors of the company which had already been organized, the record of which is duly preserved.

Early in the summer of 1871 Doctor Baker sent scouting expeditions to the headwaters of the Yakima river in Washington and the Clearwater in Idaho, with a view of determining the best source of supply of timber for construction purposes. He also had preliminary surveys of the road made and filed as early as May of the same year.

Thus the real date of the beginning of the enterprise is established as 1871 instead of 1872 as recorded by some historians. On the fourth of December of that year he and his wife and baby left for New York by stage, taking the train on the Union Pacific at Kelton, Utah. In the latter part of December he was in Pittsburg where he made purchase of his first locomotive. This weighed only seven and one-half tons and cost $4,400.00. It arrived at Wallula June 3rd, 1872, via steamer around the Horn. On the 11th day of March, 1872, Doctor Baker was again at home for-

mulating plans to construct the road. He realized that he did not have sufficient capital to do this work unaided, and therefore he associated with himself several of his friends in the enterprise. These men were of limited means and as it afterwards appears, they were not of great assistance in a financial way. Stock was subscribed and issued, the first assessment being 15%. Other assessments followed, but the stockholders did not respond uniformly, some paying and others not. In one of the president's reports a statement of these facts appears, and he calls attention of the stockholders to the unfairness of this condition, at the same time urging each one to fulfill the agreements contained in their subscription or otherwise to surrender enough of their stock for resale to others, so as to make the portion retained fully paid up to 100%. He reminded them, however, that when the road was completed, it would be a very profitable investment, and urged each and every one to retain his holdings in the company. Nevertheless most all of them ultimately sold their stock to him. Thus it appears that practically the whole burden of financing the building of the road fell upon one man.

As president of the road he received a salary of $2,400.00 per year payable in stock of the company. He gave every detail his personal attention, going over the line at least twice each week during the construction period in the interest of the greatest possible economical administration.

At the date of the beginning of construction, it must be remembered Walla Walla was but slightly developed. Agricultural interest had been overlooked up to that time. Indeed in the year 1874 there were only 134,000 bushels of grain exported—a fair production now for only 5,000 acres. This data is taken from the records of the Walla Walla & Columbia River Railroad Company, and may be slightly incorrect in view of the fact that some grain may have been transported to Wallula in that year by wagons. On January 1st, 1870, the total deposits in banks of the Territory were $17,223.57. The banking house of Baker & Boyer was the only bank then in Washington. Its capital and surplus on that date was $120,008.46. This was the state of the country's development when Doctor Baker undertook to build thirty-two miles of railroad. The supplying of necessary funds to meet expenditures soon began to assume a serious aspect as one stockholder after another, losing faith, sold his stock. Bonds secured by a mortgage failed to be negotiated. Even as late as 1874 and 1875, when the

road was nearing completion, treasury stock was offered for sale but failed to find purchasers.

In January of the latter year the company had a cargo of steel en route from England for twenty miles of road. The cost of this delivered at Wallula was $65,000.00, which sum had to be met upon its arrival there or within five months from date of shipment. At this time the company also had a large floating indebtedness, in fact larger than was permitted under its by-laws. It was then that the president of the road had to resort to his private resources to tide over this emergency.

All these were the conditions when Walla Walla was anxiously awaiting and urging the prompt completion of the road. The company in January, 1875, responded to this urgent request by proposing to make the necessary additional purchases of steel rail and complete the entire system within sixty days after its arrival on condition that the citizens of Walla Walla subscribe and pay for $75,000.00 of the stock of the company then in the treasury, at the same cost to them that the old owners had paid. This offer was rejected on January 19th by a communication signed by five leading citizens, they having been appointed a committee in charge of the conference. Certainly this showed a lack of confidence in the success of the enterprise, or the stock was not considered good from an investment point of view. One bright ray of hope appeared in the horizen, however, in an offer coming volnutarily from the committee providing a "subsidy subscription" to the company of $20,000.00.

The communication, which was dated January 19th, 1875, was answered on January 21st by the railroad company in the form of a counter proposition increasing the amount to be paid to $25,000.00 and a deed to three acres of land for depot purposes within a half mile of the intersection of Main and Third Streets in Walla Walla, together with some other minor changes. This proposition was finally accepted, the extra steel purchased and the road completed before the expiration of that year. It has frequently been stated that this subsidy was exacted by the company as a condition precedent to the final completion of the road to Walla Walla. This is not true, as shown by the communications which are still preserved and are very clear on the question. Doubtless without this contribution the road would not have been completed for another year as the company's financial condition at that time was already strained to the utmost.

Doctor Baker's vision into the future probably foresaw these financial difficulties that were encountered, and caused him to decide in favor of the building of a "strap iron road" in the first instance instead of the usual steel rail. Necessity and not preference thus actuated him, for in 1871 he examined a wooden constructed road in the state of New York which did not meet with his approval, and he sought to improve this by putting strap iron on the wooden rails. While many people have made light of this, still it served the purpose for which it was built. It extended the day when the purchase and payment of steel rail had to be finally made. In the meantime the owner by realizing profits on his other investments together with the profits derived from the traffic on the road, was enabled to purchase and pay for this steel rail. It is a fact that when the road was finally completed and paid for, thirty-five per cent. of the cost was paid from the earnings of the road itself, and only 65% was represented by invested capital.

The entire cost of the road completed up to the date of its sale, which came in 1878, was $356,134.85. In this amount is included practically all the cost of locomotives and other rolling stock. This equipment consisted of enough cars to handle all freight expeditiously. There were two passenger cars. One was built locally and the other purchased in the East and shipped "knocked down" and assembled in Walla Walla. The road owned five locomotives, two of which were light weight, but three were up to date construction passenger and freight engines for that period. Thus it will be seen that the cost per mile including equipment was about $11,000. This is remarkably small considering the conditions under which the road was built. It is to be noted that there never was a mortgage on the property, which is rare in railroad construction.

Early in 1872 logging outfits were sent into the woods at the headwaters of the Yakima River. Timber was cut and hauled to the river's edge. By this time it was so late in the season that a drive was impossible due to the low water stage. Some logs, nevertheless, were run in October and November. They were boomed at the mouth of the Yakima and from there rafted to the mill which had been built on the banks of the Columbia one and one-half miles north of the old town of Wallula, a big eddy at this point making it possible to land and hold logs for milling

purposes. Here a small town was built. The necessary living quarters, store, blacksmith shop and engine houses formed the nucleus of the new town. The name "Slabtown" attached for the reason that the building material used was principally slabs. The first ties were milled on November 11th, 1872. From that time until the road was finished expeditions were dispatched each season for additional logs, with varied success. In 1873 but few logs were secured owing to the lack of flood waters. The following year, however, the drive was successful. From Slabtown the road was projected eastward toward Walla Walla. As soon as it became a factor in the shipping of freight a branch line was built in 1874 from a point which is now Wallula Junction to the old town of Wallula on the banks of the Columbia, to which place the Oregon Steam Navigation Company's boats ran regularly in seasonable weather enroute to and from Portland. Now there is scarcely a vestige to mark where either Slabtown or old Wallula were once prosperous villages. One might say as Goldsmith did in his Deserted Village, "And the long grass o'ertops the mouldering wall," but for a fact that no walls remain, and man knows that no grass grows in those beds of gravel or dunes of shifting sand.

The road was constructed in the first instance by laying on the road bed, ties that were gained to fit the wooden stringers, 4x6 inches forming the rails. As soon as iron could be secured the wooden rails were surmounted by a strap of iron one-half inch thick by two inches wide, forming the bearing surface on which the trains ran. This was spiked to the wooden rails and bent down over each end and securely fastened, to prevent the iron from curling up at the ends due to the friction exerted by the driving wheels of the locomotives. Nevertheless this precaution was not always effective, with the result that the ends of the iron would sometimes be forced up through the floor of the cars. These were termed snake heads and they had no respect for either freight or passengers. However, nothing serious ever resulted from them, and it might be added here that during the years of construction and operation of the road by Doctor Baker no lives were lost as the result of accidents. Sixteen miles of this strap iron road were completed by 1874. This brought the road to Touchet station, from which point it began to take wheat shipments. On this character of road it was not possible to make

fast time, and it also often happened that the train became derailed. On one of these occasions a pedestrian came along and generously lent his assistance in getting the train back on the track. When Doctor Baker cordially extended the stranger an invitation to ride, the reply came back: "No thank you, Doctor, I am in a hurry." During that year 5,167 tons of freight were carried. This lent encouragement towards being able to purchase and pay for steel rail, and before the season had passed an order for twenty miles of steel had been placed abroad. As soon as it arrived the old strap iron stringers were abandoned and regular steel rail replaced them.

The fact that a portion of the road was constructed of strap iron, and strap being thought of in connection with rawhide, probably gave rise to the name "Rawhide Railroad," according to a story in the Saturday Evening Post on May 6th, 1922, entitled "The Rawhide Railroad," and credited by many of its readers as being true. This, of course, is purely fiction and existed only in the wild imagination of the author of the story.

The story is told that the engineers in laying out this line of railroad did not have any surveying instruments, and that if they had they would not have known how to use them. In their stead a whiskey bottle half filled and held horizontally was used as a level. By sighting along the surface of the liquid the proper levels were obtained. Of course this is amusing, and granting the truth of it for that reason, still let it be known that the Union Pacific System has owned and operated this road for many years with the grades unchanged as laid out originally by these pioneer engineers.

The following is a schedule of the freight shipped over the road during the time Doctor Baker operated it:

| | Grain and Flour | | Merchandise | |
|---|---|---|---|---|
| 1874 | 4,021 | tons | 1,126 | tons |
| 1875 | 9,155 | tons | 2,192 1-10 | tons |
| 1876 | 15,266½ | tons | 4,034 | tons |
| 1877 | 28,807 1-20 | tons | 8,368 | tons |
| 1878 | 27,365 1-20 | tons | 10,454 1-3 | tons |
| Totals | 83,614 | tons | 26,174 | tons |

Making a total of exports of 83,614 tons and imports of 26,174 tons, or a total of practically 110,000 tons. The average

tariff covering these years was $5.50 per ton. Reports of passenger traffic for these years seem to be misplaced except for one year, 1877. Paid fares for that year amounted to $14,824.38, covering 4,941 tickets sold, or an average of 6¾ passengers each way per day.

During the year following the completion of the road a peculiar condition arose, for although freight rates had been reduced one-half of what they formerly were by wagon, still a great clamor arose for a further reduction. The farmers and merchants combined against the road, and the movement of freight again began by team even at a higher rate. This created a serious problem for the owner. He could not afford to lose the freight on the year's crop and it required quick and decisive action to outgeneral this unexpected movement. Accordingly he made an arrangement with the Oregon Steam Navigation Company to the effect that that company would receive and transport to Portland all freight offered by the Walla Walla and Columbia River Railroad billed as fast freight over its line, giving preference in point of time of shipment, to any other freight by whomsoever offered. Wheat at this time was commanding a good figure, but proceeds could not be had for it until the wheat reached Portland. As soon as it became known that preference was being given to fast freight shipments, wheat began to move again by rail, and the backbone of the opposition was broken, notwithstanding that the railroad established a rate of $1.00 per ton more for wheat shipped by fast freight than the regular tariff rates. The story that the road carried fast freight on the front cars and slow freight on the last cars of the train is interesting but, of course, is not true. This class of freight originated in opposition to express companies, and as a result the latter only carried valuables. Fast freight was transported over the different portages and arrived in Portland on passenger schedules and was handled more cheaply than at express rates. It is recorded that a Lewiston firm even expressed a keg of silver billed as a keg of nails by fast freight. For some days this keg was lost somewhere enroute which gave the consignees considerable anxiety. It thus became a very valuable keg of nails. It will be understood that wheat shipped as fast freight did not take the passenger schedule, for just as soon as this movement became general, the schedule was necessarily unchanged from the slow schedule, as it existed previously.

During the period following the completion of the road the owner, with his usual keen perception, drew the following conclusions: That within a reasonably short time a transcontinental road would be constructed down the Columbia, paralleling and rendering valueless his short road. He argued that water transportation with several portages could not compete with a through line of railroad. He considered the advisability of extending the line to Portland himself, but failing health caused him to decide against this plan, and he finally concluded that the best policy would be to sell the line to the Oregon Steam Navigation Company. The owners of this company were not favorably inclined to this purchase, but when they were reminded of an axiom that he had formulated, to-wit: that he who controls the freight to the approaches to the river owns the river, they altered their views. Wallula at this date was the gateway to the Northwest east of the mountains, including Idaho and Montana. Realizing the force of these facts, the result of this interview was that the Oregon Steam Navigation Company purchased the property from Doctor Baker at a figure which, taken in connection with the dividends he had already received, gave him a very handsome profit.

On February 18th, 1878, Dr. Baker entered into an agreement whereby 6-7th of the capital stock of the Walla Walla & Columbia River Railroad was to be sold and transferred to S. G. Reed and C. E. Tilton on or before the 19th day of January, 1879. These men represented the Oregon Steam Navigation Company in this purchase. The contract covering this transaction is quite long, containing fourteen pages of closely written matter, and among other things secures each of the contracting parties one-half of the net profits arising from the operation of the road during this interim. In order to make the contract absolutely binding each party required of the other a bond in the sum of $200,000.00 as liquidated damages for failure to comply with the terms of the contract. These were performed on the day specified as shown by written acknowledgments signed by all parties and attached to the contract. Subsequently on the 4th day of May, 1879, Dr. Baker sold to Henry Villard the balance of the capital stock of the road, which deal was consummated finally on October 1st, 1879. Thus the ownership of the stock of the Walla Walla & Columbia River Railroad by Doctor Baker became a closed chapter. The property is now a part of the Union Pacific System. Thereafter Doctor Baker built two additional lines of rail-

road connecting Walla Walla with Dixie and Dudley (now Tracy), Washington, of a total length of fifteen miles. These properties are now owned by the Northern Pacific Railway Company.

The next annual meeting of the Walla Walla & Columbia River Railway Company was held in April, 1879. The new owners with expressions of "continued confidence" elected Doctor Baker president for the coming year with an increased salary. His memorandum book shows that he at onec took up the locating for the new owners a branch line to Weston, Oregon, but as a matter of fact this line was not extended further than Blue Mountain Station, a distance of about twelve miles from Old Whitman Station, the point of divergence from the main line. When this year had expired Doctor Baker retired from active transportation problems.

Governor Miles C. Moore once said: "Few men living in pioneer surroundings ever had the opportunity of seeing the happy fruition of their early efforts such as Doctor Baker witnessed, for he beheld the transformation of a crude pioneer section—a wilderness of opportunities—into a thriving center of civilization. His railroad enterprise contributed greatly to the settlement and upbuilding of the Inland Empire. It was his foresight more than any other human agency which made Walla Walla the early commercial metropolis for eastern Washington and for Montana and Idaho as well.

"It has been sixty years since Doctor Baker located in Walla Walla. Looking back over the vista of years it is impossible for the two generations which have come upon the scene since his arrival to realize just what foresight, genius and determination were necessary to enable him and his associates to brave the dangers and surmount the difficulties which confronted them among the hardships of early frontier days. Doctor Baker had the keenness of vision, the constructive genius and the tenacity and courage to build for the future. His insight and practical grasp enabled him to do heroic work in the pioneer field of development of one of the richest and most beautiful areas on the American continent. In consequence of his remarkable career his monument lives in the comforts and conveniences of life and is seen in the fertile fields and happy homes which his foresight and energy made possible in the beautiful Walla Walla Valley."

W. W. Baker

# THE SPOKANE, PORTLAND AND SEATTLE RAILROAD COMPANY*

The building of a railroad from Spokane to Portland by the route along the North Bank of the Columbia River did not result from a hastily conceived plan or sudden conclusion on the part of the Great Northern and Northern Pacific interests. The determination to carry out this project was reached after a long period of discussion and consideration.

For many years prior to the undertaking of actual construction the question in the councils of the Great Northern and Northern Pacific popularly known as the "Hill Lines," was not whether this line would be built, but when. The necessity of the Hill lines for such a railroad was obvious. The traffic of the rich Oregon country was completely controlled by the Union Pacific and Southern Pacific systems, generally known as the "Harriman Lines", between which and the Hill lines there was at that time the most intense rivalry. True, the Northern Pacific reached a portion of this territory, but only by a circuitous route via Puget Sound, while the Great Northern had no line or connection enabling it to participate in Oregon traffic.

Mr. James J. Hill was in control of the Great Northern and determined its policies, as well as being an influential factor in shaping the policies of the Northern Pacific. The heavily timbered areas of the Coast Range and of the Cascade Range in Oregon, the rich Willamette Valley, the enormous fisheries of the lower Columbia, all lay within striking distance of his completed lines. It goes without saying that this aggressive and sagacious pioneer railroad builder would not long brook a situation that shut out his lines from a field so important presently and so rich in promise for the future.

In 1904 it seemed that the time was ripe for the consummation of the plans that had been formed. The parent lines—the Great Northern and the Northern Pacific—were prosperous and amply able to finance an undertaking of this magnitude. The business of the West was expanding rapidly, and from 1904 to 1907 there was a very heavy traffic on these lines, amounting almost to a congestion. In order to handle the business that was being offered, the creation of additional facilities was necessary.

* Mr. L. C. Gilman, who, on request, wrote this article for the *Washington Historical Quarterly*, was formerly President of the Spokane, Portland, and Seattle Railway Company and is now Vice President of the Great Northern Railway Company.—EDITOR.

Instead of double tracking the existing lines it was deemed better to build an alternate line which would not only give the necessary relief to the existing lines but would also reach new territory.

A line was, therefore, laid out from Spokane following the Marshall Canyon until it reached the undulating lava plateau of Central Washington, continuing thereon until it entered the narrow and rugged Devil's Canyon and through same to the Snake River, thence following the Snake River to Pasco. From Pasco the line crossed the Columbia River, and followed its right, or north bank, to Vancouver, Washington, thence across the Columbia and the Willamette to Portland. A considerable portion of the route laid out, especially along the Columbia, was a canyon route. If separate, lines had been built by the Great Northern and the Northern Pacific it would have been necessary over a considerable distance that they use the same rails. In the interest of public economy, as well as of railroad economy, it was, therefore, decided to build a joint line—one-half to be owned by the Great Northern Railway Company and one-half by the Northern Pacific Railway Company.

The first active step toward construction was the purchase at Portland of a considerable tract of land, which was regarded as the key tract for the Portland terminals, the purchase being made in such a manner as not to make public the purpose for which it was intended. It is interesting to note in passing that this property was later the subject of long contnued litigation between the Hill interests and the Harriman interests, and that this litigation was only finally settled and disposed of in the year 1920 by a contract admitting the Great Northern and Spokane, Portland and Seattle, to the use of the Portland Union Station and passenger terminals.

In the spring and early summer of 1905 a considerable additional property was purchased for the Portland terminals. These purchases were so extensive that they tended to increase prices, and to obtain at a fair price property for terminal and right of way purposes it was essential to organize a corporation with the power of eminent domain. It was not considered prudent at this time to make public the plan—therefore, in organizing a corporation the personnel of the organizers was so chosen as not to reveal the interests that were behind the enterprise. The corporation was organized on August 22, 1905, and was given the name of

Instead of double tracking the existing lines it was deemed better to build an alternate line which would not only give the necessary relief to the existing lines but would also reach new territory.

A line was, therefore, laid out from Spokane following the Marshall Canyon until it reached the undulating tableland of Central Washington, continuing thereon until it reached the narrow and rugged Devils Canyon and through same to the Snake River; thence following the Snake River to Pasco. From Pasco the line crossed the Columbia River and followed its right, or north bank, to Vancouver, Washington, thence across the Columbia and the Willamette to Portland. A considerable portion of the route laid out, especially along the Columbia, was a canyon route. If separate lines had been built by the Great Northern and the Northern Pacific it would have been necessary over a considerable distance that they use the same rails. In the interest of public economy, as well as of railroad economy, it was, therefore, decided to build a joint line—one-half to be owned by the Great Northern Railway Company and one-half by the Northern Pacific Railway Company.

The first active step toward construction was the purchase in Portland of a considerable tract of land, which was regarded as the key tract for the Portland terminals, the purchase being made in such a manner as not to make public the purpose for which it was intended. It is interesting to note in passing that this property was later the subject of long continued litigation between the Hill interests and the Harriman interests, and that this litigation was only finally settled and disposed of in the year 1920 by a contract admitting the Great Northern and Spokane, Portland and Seattle, to the use of the Portland Union Station and passenger terminals.

In the spring and early summer of 1905 a considerable additional property was purchased for the Portland terminals. These purchases were so extensive that they tended to increase prices, and to obtain at a fair price property for terminal and right of way purposes it was essential to organize a corporation with the power of eminent domain. It was not considered prudent at this time to make public the plan; therefore, in organizing a corporation the personnel of the organizers was so chosen as not to reveal the interests that were behind the enterprise. The corporation was organized on August 22, 1905, and was given the name of

the "Portland and Seattle Railway Company." The original incorporators were Mr. James D. Hoge, of Seattle, and Mr. John S. Baker, of Tacoma. The first Board of Trustees was composed of James D. Hoge, of Seattle, John S. Baker, of Tacoma, S. B| Linthicum, C. F. Adams and J. C. Flanders, of Portland. The articles of incorporation took power to build a railroad from Seattle to Portland and from Portland to Spokane As this was a time when new railroad enterprises were constantly being launched there was much speculation as to who might be behind this new undertaking, but the articles of incorporation and the personnel of the incorporators were such that the public was mystified, and the nature of the enterprise and the interests involved remained secret until September 26th, 1905, when Mr. C. M. Levey, Third Vice President of the Northern Pacific, was made a Trustee in the place of Mr. Linthicum, and the writer, then Western Counsel of the Great Northern, was made Trustee in the place of Mr. Hoge, and organization was perfetced by the selection of C. M. Levey as President, L. C. Gilman, Vice President, M. P. Maetin, Secretary, C. A. Clark, Treasurer, and H. A. Gray, Comptroller, who were all officially connected with the parent lines—the Great Northern and Northern Pacific. The corporate name of the company "Portland and Seattle Railway Company," was retained until January 31st, 1908, when it was changed to "Spokane, Portland and Seattle Railway Company."

The acquisition of real property for terminal and right-of-way purposes continued during the months of September and October, 1905, and in November of that year the actual work of construction commenced. As soon as it became publicly known that the "Portland and Seattle Railway Company" was an enterprise of the Hill lines the Harriman interests interposed the most active opposition, using obstructive tactics of every character known to able and experienced railroad builders. Right-of-way necessary for the new line was purchased by the Harriman interests and held for ostensible public purposes. Wherever there was a strategic point every possible means were used to prevent the acquisition by the "Portland and Seattle" of property for right-of-way and terminals at such point. For the first year of construction the Spokane, Portland and Seattle Railway was literally compelled to "hew its way through." Nevertheless, every obstacle was met and overcome, and construction proceeded so rap-

idly that in December, 1907, a section 112 miles in length between Kennewick and Cliffs, Washington, was opened for operation. Track was laid from both ends, and the junction was made near the Cascade Locks on Washington's birthday, 1908, and operation formally opened for the entire length of the line between Portland and Spokane in November, 1908.

As this railroad was intended to furnish a low grade line, calculated to economically handle the highest class of traffic, the construction standards followed were of the most modern and approved engineering type. This railroad may be said to have been "built to order," and is regarded today as an example of the highest class of railroad construction. Between the stations of Vancouver and Snake River, a distance of 246 miles, a maximum grade line, with no adverse and compensated for curavture, of two-tenths of one per cent., or 10 feet to the mile, was established, and from Snake River to Spokane a maximum of four-tenths, or 20 feet to the mile, was adopted, except for a short distance in the Marshall Canyon, near Spokane, where it was necessary to increase the grade to eight-tenths westbound. Maximum curvature for the entire railroad between Vancouver and Spokane is three degrees.

The highest water on the Columbia of which there was any record was in the year 1894, and the line was laid at a minimum of 7 feet above the line of high water of that year. The structures are all of a permanent character, capable of carrying the heaviest present day loading. Very large steel bridges were built, of which the most important were four steel and concrete viaducts east of Pasco, one of these having a length of 1245 feet and a height of 233 feet, and the bridges between Vancouver and Portland crossing the Columbia River, Hayden Island, Oregon Slough and the Willamette River. These last named bridges are notable as to their type, permanence and cost of construction. The bridge across the Columbia River, Hayden Island and the Oregon Slough is a continuous double track steel structure approximately 6,400 feet long. The Columbia River crossing consists of ten truss spans, including a draw span 466 feet in length, operated with electric power and provided with an auxiliary gasoline engine. The piers are of concrete, faced with ashlar masonry, and were placed by the pneumatic, caisson method deep down into the bed of the river. The Hayden Island crossing comprises 26

deck plate spans, each 80 feet in length, resting on concrete piers erected on pile foundations. The Oregon Slough crossing consists of nine truss spans, including a draw span 332 feet in length, all carried on concrete piers resting on pile foundations. The Willamette River bridge has a total of seven truss spans, a total length of 1767 feet, including a draw span 521 feet between the centers of the end piers. This draw span is said to be the longest double track railroad draw span in the world. Five of the concrete piers of the Willamette River bridge were built by the pneumatic, caisson method, the remainder being on pile foundations.

nI the construction of this double track system of bridges between Vancouver and Portland there were used 20,120 net tons of steel, 67,529 cubic yards of concrete and 10,811 cubic yards of ashlar masonry, and the cost thereof was approximately $4,000,-000.00. The entire rail traffic between California at the south and British Columbia at the north traverses these bridges, as there is no other rail crossing between them and the mouth of the Columbia on the west and a point 105 miles to the east, where the steel bridge of the Oregon Trunk Railway crosses the Columbia River between Fallbridge, Washington, and Celilo, Oregon.

The rugged character of the territory traversed by this railroad is indicated by the statement that between Spokane and Portland, approximately 28,000,000 cubic yards of material was excavated, of which approximately 12,000,000 cubic yards were solid rock, and that nineteen tunnels, having a total length of three miles, the longest being 2494 feet, were driven. Throughout the entire line between Portland and Spokane passing tracks were built at frequent intervals of sufficient length to handle 100-car freight trains, or, otherwise stated, trains approximately a mile in length. Block signals were installed between Portland and Vancouver, and at several stretches east of Vancouver where tunnels and large bridges make these traffic safeguards desirable.

Additional lines to serve as branches and traffic feeders were acquired and constructed as follows:

In March, 1907, there was acquired for the Spokane, Portland and Seattle Railway the properties of the Astoria & Columbia River Railroad, consisting of a line extending from Goble, on the Columbia River, about 40 miles from Portland to Seaside and to Fort Stevens via Astoria. From Goble to Portland the Spokane, Portland and Seattle Railway leased a line from the Northern Pacific Railway. This purchase and lease gave the Spokane,

Portland and Seattle Railway a continuous line from Spokane to the sea, and enabled it to reach the fish and timber resources of the Lower Columbia and the beach resorts on the seashore south of the Columbia.

In March, 1908, the Spokane, Portland and Seattle Railway purchased the property of the Columbia River and Northern Railway, extending from Lyle, a point on its line 85 miles east of Portland to Goldendale. This line is now known as the Goldendale Branch.

At the same time it purchased the properties of the Dalles, Portland and Astoria Navigation Company, consisting of three river steamers. These steamers were operated until 1915. Their operation was considered to be in contravention of the Panama Canal Act, which carries a provision forbidding the operation of railroad owned steamboats which do or may compete for traffic with the railroad owning them, and they were, therefore, disposed of.

In 1910 there was purchased a controlling interest in the Oregon Electric Railway, owning an electric line serving the Willamette Valley, extending from Portland to Salem and having branches to Forest Grove and Woodburn, and an extension was constructed from Salem to Eugene, with branch to Corvallis.

In 1910 there was also acquired the United Railways, an electric line extending from Portland to Wilkesboro. This line with extensions since made and acquired reaches the timber areas of the Coast Range.

In the year 1910 the Spokane, Portland and Seattle Railway commenced the construction of a line called the "Oregon Trunk Railway" from Fallbridge, 106 miles east of Portland, across the Columbia and into Central Oregon. This line was extended south as far as Bend, about 150 miles, and reaches the agricultural and stock raising sections of Central Oregon and the pine timber areas on the east slope of the Cascades.

The main line above described, together with these properties since constructed and acquired, constitute the Spokane, Portland and Seattle Railway system—all these properties being operated together and under one management, and having a main line mileage of approximately 850 miles with main line extending from Spokane to the sea, and branches reaching the grain fields of the Klickitat Valley, the agricultural, stock and timber regions of

Central Oregon, the highly productive Willamette Valley, and the timber resources of the Coast Range.

This railway system has proven a valuable asset to its owners and an important transportation link to the public. Its location and construction are such that it is not subject to washouts, snow blockades and other disabilities arising from climatic conditions as are the lines traversing the Cascade Range, and when these lines are blocked traffic is kept moving by detouring over this railroad. Many times during its history it has been for considerable periods the only means of rail communication between the East and Western Washington and Oregon. While the earnings of the system itself have not been large, it has furnished much valuable long haul traffic to its owners—the Great Northern and Northern Pacific—and to the affiliated Burlington, and established itself as an important adjunct to those lines. Both as a traffic producer and as a public convenience it has amply demonstrated the wisdom of those who conceived and carried out the enterprise.

L. C. GILMAN

## NEWSPAPERS OF WASHINGTON TERRITORY

[Continued from Volume XIII., Page 268]

### ORONDO, DOUGLAS COUNTY

NEWS, listed in 1890 as a weekly independent paper by the *Lord & Thomas Newspaper Directory.* The editor of the Entiat *Times* is authority for the information that a file of the *News* is in the hands of Rufus Woods of Wenatchee and that John B. Smith of Orondo should have another file.

### ORTING, PIERCE COUNTY

ORACLE, established on January 11, 1889, by Watson & Yarington. W. W. Watson retired in August of that year and was succeeded by James M. Parker. About that time a former paper, Orting *Tribune,* was absorbed by the *Oracle.* (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 87.) Files of the *Oracle* have been kept at Orting since 1903.

### OYSTERVILLE, PACIFIC COUNTY

PACIFIC JOURNAL, on December 6, 1884, Alf D. Bowen took charge of the paper which on that date issued its Volume II., number 16. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 82.)

### PALOUSE, WHITMAN COUNTY

BOOMERANG, files from Volume I., number 2, September 20, 1882, to February 22, 1884, are in the Seattle Public Library.

NEWS, established the last week in May, 1884, by Pickerell, Irwin & McMillin. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 82.) No files have been located.

### PASCO, FRANKLIN COUNTY

HEADLIGHT, Edwin N. Fuller gave the date of establishment as February 10, 1888, and the publishers as Muncy & Crane. Charles Prosch said that the editor, I. N. Muncy, was not the least versatile member of the Press Association, and continuing: "Be-

sides editing and managing the business of said paper, Mr. Muncy is agent for the sale of a patent lamp, real estate agent, attends all conventions as a delegate, and is a tiller of the soil." (In *Washington Press Association Proceedings, 1887-1890,* pages 40 and 86.)

PILOT, established on September 27, 1889, by M. V. Harper & Sons. No files have been located.

## PATAHA, GARFIELD COUNTY

SPIRIT. In June, 1880, the citizens raised a fund of $1,000 with which to start a paper to combat the pretensions of the town's rival, Pomeroy, situated only three miles away. On June 25, 1881, the *Spirit* appeared, a six-column folio, printed at home, Republican in politics, and edited by G. C. W. Hammond. Dr. J. S. Denison and Charles Wilkins bought the paper on February 4, 1882. In October, 1883, the plant was sold and moved to Asotin and a year later the name was changed from *Spirit* to *Sentinel.* (*History of Southeastern Washington,* page 817.)

## POMEROY, GARFIELD COUNTY

EAST WASHINGTONIAN. The Washington Territorial Legislature established Garfield County by an act dated November 29, 1881. That necessitated the selection of a county seat and the election of a complete set of officers. Pomeroy, being ambitious, realized that another newspaper would advance their hopes. Promptly, on December 10, 1881, the *Republican,* a four-column folio, made its appearance with T. C. Frary and E. T. Wilson as publishers, the paper being issued from the plant of the *Washington Independent,* which had been published in Pomeroy for a little more than a year. After the election, the *Republican* suspended until it could get a plant of its own. On March 4, 1882, it started anew as Volume I, number 1, with E. T. Wilson as sole proprietor. The venture was not very profitable, judging from the frequent changes in ownership. In May, 1882, F. M. McCully bought a half interest and Harry St. George became proprietor in January, 1883. Swift changes then followed: Dr. L. C. Cox, on July 21, 1883; J. B. Lister, August, 1883; Pomeroy Publishing Company, March 22, 1884.

On July 26, 1884, W. L. Lister, F. H. Washburn and E. H. King organized the firm of Lister, Washburn & King, secured the paper and changed its name to *East Washingtonian.* Mr. Washburn withdrew from the firm on August 23, 1884, and Mr. King,

on October 25, 1884, leaving Mr. Lister as sole proprietor. He sold out on September 7, 1889, to E. M. Pomeroy, who continued the publication through the period of transition to statehood, Peter McClung becoming proprietor in 1893. Complete files are in the office of publication. Partial files are in the University of Washington Library. (*History of Southeastern Washington,* pages 817-818.)

REPUBLICAN, see *East Washingtonian.*

TIMES, founded in May, 1886, by Alf. D. Bowen, a member of the Legislature from Pacific County, who brought his printing plant with him. One of his objects was to fight local option and prohibition and after the election he sold out to his foreman, Henry Bowmer. The paper was increased to eight columns and in December, 1886, it became Democratic in politics when A. J. Thomsen secured a half interest. He later became sole proprietor but in July, 1887, he sold to J. V. Hamilton. The paper suspended and the plant was moved to Garfield, as three papers were thought to be too many for Pomeroy. (*History of Southeastern Washington,* page 819.) No files have been located.

WASHINGTON INDEPENDENT, was first issued on August 12, 1880, by Rev. F. W. D. Mays, a man of interesting personality. He was a soldier in the Confederate Army and in 1870 became a minster in the Methodist Episcopal Church South. In 1873, he was transferred to the Columbia Conference of the same church. Charles Prosch, in reporting that Mr. Mays was still editor and proprietor of his paper in 1889, said of him, "who manages by the exercise of economy to keep the wolf from the door." (In *Washington Press Association Proceedings, 1887-1890,* page 40.) The paper was Democratic and also supported the People's Party. The plant was destroyed by fire on July 18, 1900, with a loss of $3500 and no insurance. It suspended publication until March, 1901. (*History of Southeastern Washington,* page 817.) No files have been reported.

## PORT ANGELES, CLALLAM COUNTY

DEMOCRAT, merged into *Democrat-Leader* and later into *Olympic-Leader.*

LEADER, merged into *Democrat-Leader* and later into *Olympic-Leader.*

MODEL COMMONWEALTH. In May, 1887, under the leadership of George Venable Smith, a Seattle lawyer, the Puget Sound Cooperative Colony was incorporated and lands were secured at Port Angeles. Among the enterprises undertaken was the newspaper known as the *Model Commonwealth,* of which Mrs. Laura E. Hall was editor. (Edmond S. Meany, *History of Washington,* page 321.) On November 18, 1887, the paper appeared in deep mourning in memory of the executed anarchists. Venier Vando's name appeared as editor on March 30, 1888, and E. B. Mastic was listed as business manager. Albert E. Sanderson and M. C. Dwight withdrew on account of the rigid censorship of the colony trustees. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 85.) The colony went into the hands of a receiver in 1895.

OLYMPIC, merged into the *Olympic-Leader.*

OLYMPIC-LEADER. E. B. Webster says the first of this combination paper was founded in 1881. A. J. Crosser, of Port Angeles, former publisher of the *Democrat-Leader,* has the early files. The *Olympic* was founded in 1904 and in May of that year was merged, the product being known as *Olympic-Leader.* In the office of that paper are files from 1901.

TIMES. A weekly paper by this name at Port Angeles was listed in *Lord & Thomas Newspaper Directory* for 1890.

## PORT ORCHARD, KITSAP COUNTY

INDEPENDENT. The founding of this paper is placed at August 1, 1888. It has absorbed two other Port Orchard papers—the *Broadax* in 1891, and the *Kitsap County Pioneer* in 1893. The early files were destroyed in 1913 by fire. Since then files have been kept in the office of publication.

## PORT TOWNSEND, JEFFERSON COUNTY

ARGUS, see *Puget Sound Argus.*

CALL. "Other papers have been published at the port of entry for short periods, but have left no record of their existence. Among those now remembered is the *Call,* which is still believed to be living." (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 36.) The paper was established on April 11, 1885, by Glenn & O'Brien, Glenn selling his interest to

O'Brien on July 1, 1885. The firm became George W. O'Brien & Co. on October 14, 1887. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 83.) The paper became a daily in 1888. (*Polk's Puget Sound Directory* for 1888.) The paper was Democratic in politics. (*Lord & Thomas Newspaper Directory for 1890.*) No files have been located.

Cyclop. The Seattle *Intelligencer,* on October 16, 1871, announced: "Julius Dickens, Esq., late of the *Message,* has commenced the publication of a daily newspaper at Port Townsend, printed on a half sheet and containing three or four columns of reading matter. Its appearance is very creditable. It is called *The Cyclop.*" The Seattle paper also commented editorially saying that an "s" should have been added to the name. The *Cyclop* was of short life and no file has been reported.

Democratic Press, founded in 1877 by Dr. H. C. Willison and H. L. Blanchard, a young lawyer from Seattle. Charles Prosch says the paper was begun in opposition to the *Argus* and the custom house clique and continuing: "The *Press* soon became an elephant on their hands, the sustenance of which cost more than they had bargained for." (In *Washington Press Association Proceedings, 1887-1890,* page 35.) Frank Meyers bought the paper from its founders and continued its publication for about two years. Files of the first three volumes and for half a dozen issues in 1880 are in the University of Washington Library.

Leader, an independent daily (including Sunday), founded on October 1, 1888, by W. I. Jones. The burden was too great for his health and he sold out in May, 1889, to J. E. Clark. Partial files are in the State Library, Olympia.

Message, founded in May, 1867, by Al. Pettygrove, was a small paper of only local interest. (H. H. Bancroft, *Works,* Volume XXXI., page 379.) Captain E. S. Fowler bought the paper in 1869, made it Democratic in politics under the editorial guidance of Henry L. Sutton, formerly publisher of the Port Townsend *Register.* (Olympia *Transcript,* April 10, 1869.) Two years later, on August 12, 1871, the Olympia *Transcript* reported that the *Message* had announced its own suspension of publication. No files of the paper are reported.

Northern Light, the Olympia *Pioneer and Democrat,* on November 2, 1860, reported the receipt of the first issue of such a paper.

North-West, a weekly Republican paper established on July 5, 1860, by E. S. Dyer and John F. Damon, was edited first by Mr. Dyer but soon Mr. Damon assumed editorial control. He advocated most vigorously the claims of Port Townsend as the port of entry and waged relentless war against Victor Smith, Collector of Customs, who was attempting to move the port of entry to Port Angeles. The Olympia *Washington Standard* announced on October 19, 1861, that Mr. Damon had withdrawn from the *North-West* and on December 7, 1861, that he had resumed control of the paper. The *North-West* expired in December, 1861. (H. H. Bancroft, *Works,* Volume XXXI., page 378.) No files have been reported.

Charles Prosch said that Mr. Damon had been the editor of one or two papers in California, San Francisco correspondent of eastern papers and a travelling correspondent for Victoria and California papers. After his experience with the *North-West,* Mr. Damon became an intinerant minister of the Congregational Church, and during the last years of his life was the most popular marrying and burying preacher in the whole Puget Sound district. (In *Washington Press Association Proceedings, 1887-1890,* page 35.)

Port of Entry Times, established as a semi-weekly on January 9, 1884, by R. R. Parkinson and Hugh Gleen. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 82.) No files are reported.

Puget Sound Argus, established on July 21, 1870, by Al Pettygrove , who had purchased the plant of the defunct Steilacoom *Herald.* Three years before Mr. Pettygrove had established the Port Townsend *Message.* His new venture was to be an independent weekly. The Puget Sound contemporaries spoke well of the paper and of its young editor. On October 31, 1872, the *Argus* announced temporary suspension of publication while new printing equipment was being secured from San Francisco. The Seattle *Intelligencer,* November 11, 1872, announced that the people of Steilacoom had bought back the plant used by the *Argus* in order to re-establish in Steilacoom a paper of which Julius Dickens was to be publisher. The new materials for the *Argus* left San Francisco on the barkentine *Harrison* on January 23, 1873, and on March 3, 1873, the Seattle *Intelligencer* announced that the *Puget Sound Argus* had resumed publication as a semi-weekly, presenting "a very creditable and neat appearance." Ill health over-

took Mr. Pettygrove, who sold his plant to C. W. Philbrick in February, 1874. The press of the defunct *Message* was added to the plant of the *Argus,* which was enlarged and entered upon a prosperous career. "In 1877, Philbrick, after accumulating considerable property, sold the *Argus* to Allen Weir." (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 35.) Mr. Weir added a daily edition. On August 31, 1883, Mr. Weir sold one-half interest in the paper to W. L. Jones. In 1890, the entire plant was destroyed by fire and the paper was not resumed. (Edwin N. Fuller in *Washinfiton Press Association Proceedings, 1887-1890,* page 80.) The complete files of the paper were lost in the fire. A few numbers have been saved in the University of Washington Library.

REGISTER, established on December 23, 1859, by Travers Daniels, was devoted to news, literature and local interests. When Mr. Daniels returned to Virginia in March, 1860, Mr. Whitacre became editor. The Olympia *Pioneer and Democrat* on August 17, 1860, reported that the paper was suspended for a few weeks "owing to the sickness of Mr. Whitacre, the editor, and a law suit." In November it was revived for a time by H. M. Frost and P. M. O'Brien as publishers and H. L. Sutton as editor. (H. H. Bancroft, *Works,* Volume XXXI., 378.) No files have been located.

STAR, established on February 8, 1883, by F. M. Walch, who continued its publication for about six weeks. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 82.)

## PULMAN, WHITMAN COUNTY.

HERALD, established on November 3, 1888, with Thomas Neill as publisher and J. J. Sargent as editor. (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 42.) Publication has been continuous and two complete files are in Pullman, one at the office of publication and the other in the editor's home.

## PUYALLUP, PIERCE COUNTY.

CITIZEN. On May 10, 1889, A. G. Rogers established this paper under the name of *The Puyallup Valley Citizen.* (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-*

*1890,* page 87.) It was an independent weekly. No files have been reported.

COMMERCE, established in Tacoma under the same name by E. N. Fuller, the first issue appearing on May 15, 1886. It was moved to Puyallup in May, 1887, where it became a hop and fruit journal. In August, 1888, it was sold to J. W. Redington, a veteran of the Nez Perce Indian War of 1877. A campaign daily was published in the fall of 1889. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 84.) No files have been reported. Mr. Redington continued the publication on into statehood. In 1922, he was foreman of the Home Printing Office, Pacific Branch, National Home for Disabled Volunteer Soldiers, Soldiers' Home, Los Angeles County, California.

REAL ESTATE JOURNAL, established on February 13, 1889, by Baird & Howell. Only a few numbers were published. (Edwin N. Fuller, in *Washington Press Association Proceedinges, 1887-1890,* page 88.) No file has been reported.

REPUBLIC, established as a weekly by J. H. Baird and Albert J. Roscoe on May 2, 1889, and the last number was published on June 6, 1889. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 87.)

## RITZVILLE, ADAMS COUNTY.

ADAMS COUNTY RECORD, established by G. E. Blankenship, the first issue appearing on May 12, 1885. (Edwin N. Fuller, in *Washington Press Association Procedings, 1887-1890,* page 83.) Incomplete files of Volumes I-II., October 13, 1885, to December 11, 1886, are in the University of Washington Library.

ADAMS COUNTY TIMES, first issued on July 2, 1887, by W. E. Blackmer. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 85.) It was listed as an independent weekly using patent insides. (*Lord & Thomas Newspaper Directory,* for 1890.) The paper was continued on into statehood. No files have been reported.

## ROCKFORD, SPOKANE COUNTY.

BUNCH GRASS REALM, established in July, 1888, by W. C. Clark. Charles Prosch said it contained a large amount of reading matter and was not dear at $2 per annum, adding: "Mr.

Clark combines novel writing with his legitimate calling.". (In *Washington Press Association Proceedings 1887-1890,* page 41.) No files have been reported.

ENTERPRISE, established in the last week in August, 1885, by Frank J. Spencer. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 83.) It was listed as an Independent-Republican weekly, using patent insides. (*Lord & Thomas Newspaper Directory,* for 1890.)

ROSALIA, WHITMAN COUNTY.

RUSTLER, established by Matthews & Ruker on August 2, 1888. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 85.) It was listed as an independent weekly using patent insides. (*Lord & Thomas Newspaper Directory,* for 1890.) No files have been reported.

ROY, PIERCE COUNTY.

RAY, first issued on October 17, 1889, by Kullmer & Dexter. (Edwin N. Fuller in *Washington Press Association Proceedings, 1887-1890,* page 87.) It was listed as an independent weekly. (*Lord & Thomas Newspaper Directory,* for 1890.) No files have been reported.

RUBY, OKANOGAN COUNTY.

MINER, reported as being published on November 1, 1890, by Dr. C. F. Webb and A. H. Alford. It was then a six-column folio, all home print and sold for $2.50 a year. Advertising was rated at $2 per inch per month. In June, 1891, the Ruby Publishing Company became publisher with Mr. Alford as editor. On September 2, 1891, George J. Hurley became editor. Three years later the mines closed down and the paper suspended. (*History of North Washington,* pages 846-847.)

(To be continued.)

# NOTES ON THE LIFE AND HISTORICAL SERVICES OF THOMAS W. PROSCH

Among the pioneers of Puget Sound, the Prosch family occupies a secure and honored position. From the Bagleys, Bells, and Borens down to Yesler in the alphabet, no name brings to mind longer service or higher esteem. Charles Prosch,[1] the founder of the Western branch of this family, came to Washington Territory in 1858, bringing his wife and three boys: James Wiley, Frederick, and Thomas Wickham.[2] A printer by trade, he at once established the *Puget Sound Herald*[3] at Steilacoom and conducted it there as a high grade weekly newspaper from March 12, 1858, to June 11, 1863.

Judged by present standards, the publication of a journal of this character in so sparsely settled a community was a remarkable achievement. When this paper was established there were but four towns on Puget Sound; Port Townsend, with a white population of about fifty people; Seattle, with about one hundred; Steilacoom, with perhaps one hundred fifty; and Olympia, the Capital of the Territory, with possibly two hundred. There were but a few thousand persons in all Western Washington.[4]

Despite the limited patronage that could be hoped for the new enterprise, the paper prospered and proved a worthy rival to the *Pioneer and Democrat,* the only other newspaper in the Territory at the time of its launching. Fortune was at first favorable. The Fraser River gold discoveries brought thousands of people from Oregon and California in the Spring, Summer and Fall of 1858. Times were prosperous and the number of permanent settlers had doubled by 1860. Rival newspapers sprang up, however, and the Civil War soon brought on serious financial conditions. The continuation of the paper was made possible only by the assistance of the sons, all of whom worked in the printing office. The newspaper was a family industry and succeeded where modern methods of specialization would surely have failed.

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1 Charles Prosch was born in Lancaster County, Pennsylvania, in 1820. His father was of Hanoverian stock and his mother a native of Thuringen. Charles was educated at St. John's College, an Episcopal Church school. He learned the printer's trade in the office of the *New York Express.* He came to California in 1853 and worked on the *Alta California* until 1858, when he left for Washington Territory.

2 These youngsters were respectively eleven, nine and seven years of age. Thomas was born in Brooklyn, N. Y., June 2, 1850.

3 The complete set preserved by the Prosch family is on file in the University of Washington Library. Another set nearly complete is in the Provincial Library, Victoria, British Columbia.

4 Charles Prosch in *Reminiscences of Washington Territory,* p. 42, makes estimate of 5,000, but on p. 47, gives 3,000 persons as the approximation. See also T. W. Prosch, *The Conkling-Prosch Family,* p. 95.

On a favorable opportunity in 1864, the *Herald* was sold and the proceeds invested in merchandise for a general store which was opened in the room formerly occupied by the printing office. This venture was at first highly successful but over-confidence and a too ready extension of credit brought on its termination in the second year.

In January of 1867, Mr. Prosch took over a logging camp which had been abandoned by four men whom he had set up in business. With the help of the two boys,[5] he was just able to make expenses for the following ten months. In November he bought out the *Pacific Tribune* of Olympia and moved to the Capital. He secured appointment as Public Printer and began legislative and commercial printing in December of that year. Public printing proved a severe disappointment. He realized far less than he had anticipated, due in part to payments in depreciated currency.

During the legislative session of 1867-68, he ran *The Daily Pacific Tribune,* a small evening paper, the first daily newspaper of Olympia. In 1869, he resumed the daily edition of the *Tribune* and continued to publish it for several years. In 1872, the Prosch newspaper plant was forced to the wall and sold at sheriff's sale. Mr. Thomas W. Prosch, the youngest son, by money which he had elsewhere earned and saved was able to buy in the business and save the day.

As proprietor, he continued the *Tribune* in Olympia until June, 1873, when Tacoma was announced as the terminus of the approaching Northern Pacific Ralroad. No time was lost in moving to the new village which seemed destined to become the metropolis. Daily and evening editions of the *Tribune* were here published from August, 1873, to June, 1875. The financial crash of 1873, however, followed by the failure of Jay Cooke, caused great hardship to all business in Tacoma. After a two years' struggle in this city, Mr. Prosch picked up his newspaper and moved to Seattle, which then appeared to be the most promising town.

Seventeen years of residence in three towns, each in turn expected to outrival its neighbors, brought the Prosch family at last to the goal of their ambition. The days of hardship were not yet over but Seattle proved to be the leading town and conditions gradually improved. The foundations of future success were securely established. The resourcefulness that had enabled them to withstand the lean years was rewarded by years of plenty.

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5 The oldest son, James Wiley Prosch, died in 1860 of what is now known as appendicitis.

The main facts in the life of Thomas W. Prosch are matters of record.[6] He took his place in his father's printing office at nine, was a salesman in a general store at fifteen, hand in a logging camp at seventeen, legislative clerk at nineteen, customs clerk at twenty. In the intervals, he worked at the printer's trade. In 1872, at the age of twenty-two, he became the owner of the *Pacific Tribune* and for the next fourteen years he followed all the ins and outs of the newspaper business in the towns of Olympia, Tacoma and Seattle.

The *Tribune* was moved to Tacoma in 1873, to Seattle in 1875, and was discontinued in 1878. In 1879, Prosch and Crawford bought the *Intelligencer*. In 1881, Prosch, Leary and Harris established the *Post-Intelligencer,* Mr. Prosch owning one-half interest. In 1884 he became sole owner, and in 1886, he sold the paper[7], and retired from active journalistic work.

Mr. Prosch was a prime mover in Seattle civic affairs. He was postmaster from 1876 to 1878, member of the school board from 1891-1893. In 1894-1895, he was one of three men who platted and appraised the tide lands fronting Seattle, Ballard and Tacoma. He was an active member of the Chamber of Commerce, being for three years its secretary and for fourteen years a trustee.

The recital of these facts gives some idea of his versatility and of his ability to succeed. He was married in 1877 to Virginia McCarver, the daughter of General Morton M. McCarver, an immigrant of 1843, prominent in the development of four states, Iowa, California, Oregon and Washington. To this fine heritage six children were born[8] and Mr. Prosch proved a most devoted and loyal parent. He was an active worker in the church and while never an office seeker, he was in politics a strong party man and firm Republican.

Physically, Mr. Prosch was not robust, but as a result of careful and abstemious livng he was always well. In carriage, he was erect and proud. An apparent stiffness in bearing was due to extreme nearsightedness. This handicap prevented his taking part in athletic games and effectually checkmated his boyish ambition for the course at West Point. He resembled his mother in

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6 Consult C. B. Bagley, *History of Seattle,* 2:836-837; also Mr. Prosch's own account in *The Conkling-Prosch Family.*

7 The partners of Mr. Prosch mentioned in this paragraph were Samuel L. Crawford, John Leary, and George W. Harris. Documents showing ownership and management of the *Post-Intelligencer* in the eighties are on file in the University of Washington Library.

8 Two daughters are living: Edith Gratia Prosch of Sierra Madre, California, and Phoebe, now Mrs. August W. Anderson, of Seattle. The son, Arthur Morton Prosch, resides in Seattle, Washington.

dark skin and brown eyes. His countenance was singularly open and manifested great candor and sincerity.

His educational opportunities were limited to the village schools of the time. His instincts were scholarly and he was a life long student of those subjects that interested him. He had a fine memory for names and dates. He excelled in penmanship and furnished "copy" that was a delight to compositors.

During the later years of his life, he became deeply interested in historical matters. He was one of the leading supporters of the Washington Pioneer Association and other historical societies. When the *Washington Historical Quarterly* was started, Mr. Prosch became a Contributing Editor and nearly every number until the time of his death contains evidence of his helpfulness. The writer remembers most clearly his first visit at which time he held out a crisp ten dollar bill, saying: "This will pay my subscription for some years in advance. Let me know when that is gone." On numerous occasions he called with documents or articles to submit, and his attitude was always one of inquiry as to what service he could render.

Writing and book collecting were destined to become his most enduring work, but his life was cut short when this service was but fairly begun.[9] Only students acquainted with his published and unpublished work can fully appreciate the public loss in his untimely death.

As a writer Mr. Prosch aimed at clearness rather than literary effect. He had a scrupulous regard for accuracy and few workers in the field of Pacific Northwest history have labored with equal care and conscience. He liked a good story, nevertheless, and has enlivened his pages with not a few anecdotes of the first settlers.

His book collecting was dominated by the wish to know and preserve the essential facts of history as they were related to his own life: his family, his friends, his town, and the Northwest. He collected with great industry the essential needs of the student, whether manuscripts, photographs, newspapers, pamphlets or books. He had no interest in books as pieces of merchandise and no sympathy with the man who speculates in rare volumes. Although he began late, he had at the time of his death one of the best private collections in its field.

9 On the evening of March 30, 1915, Mr. and Mrs. Thomas W. Prosch, Margaret Lenora Denny, and Mrs. Harriet Foster Beecher were plunged to death in the Duwamish River. The closed automobile in which they were riding skidded and broke through the railing of the bridge at Allentown on the road from Tacoma to Seattle. An account of the accident is to be found in the *Seattle Post-Intelligencer* of March 31 and April 1, 1915. See also the *Washington Historical Quarterly* 6:136-138, April, 1915.

dark skin and brown eyes. His countenance was [illegible] and manifested great candor and [illegible].

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As a writer Mr. [illegible] effect. He had a [illegible] ers in the field of [illegible] equal care and [illegible] and has enlivened his pages with [illegible] settlers.

His book collecting was [illegible] preserve the essential [illegible] own life; his family, his [illegible] He collected with great [illegible] dent, whether manuscripts, [illegible] or books. He had no interest in books [illegible] and no sympathy with the man who [illegible] Although he began late, he had at the time of his death [illegible] the best private collections in his field.

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8 In the [illegible] Lenore Denny, and Mrs. Harriet [illegible] Bixer. The [illegible] rating of the [illegible] the sentiments is to be found in the [illegible] 1913. See also the Washington Historical Quarterly [illegible] April 1913.

The estate was administered by his daughter, Edith G. Prosch, and thanks to her judgment and foresight the historical material was not allowed to become dissipated. Instead, opportunity was given to important local libraries[10] to add the material most needed and most appropriate to the several collections.

The published works of Thomas W. Prosch include the following titles:

1. *The Complete Chinook Jargon, or Indian Trade Language of Oregon, Washington, British Columbia, Alaska, Idaho, and Other Parts of the North Pacific Coast.* (Seattle: G. Davies and Company, 1888. Pp. 40.)

2. *David S. Maynard and Catherine T. Maynard.* (Seattle: Lowman and Hanford, 1906. Pp. 83.)

3. *McCarver and Tacoma.* (Seattle: Lowman and Hanford, 1906. Pp. 198. Illustrations; two portraits.)

4. *The Conkling-Prosch Family.* (Seattle: For the Author by the General Printing and Lithographing Company. Pp. 141. Illustrations.)

Of the first item, no copy apparently is extant in the Northwest. Most of the copies were destroyed in the Seattle fire of 1889. The above description is taken from Pilling's *Bibliography of the Chinookan Languages,* pages 60-61. Mr. Prosch revised and enlarged his work for republication and apparently did not wish to preserve the first printing. Manuscript printer's copy of the revised edition is preserved in the University of Washington Library.

The Maynard volume is based on the diary of Dr. David S. Maynard and recounts the experiences of a physician in crossing the Plains to Oregon in 1850. It records important events in the early history of Seattle. In *McCarver and Tacoma,* the main theme is biographical and relates to the events in the lives of the father and mother of the author's wife. It gives data on the founding of the city of Tacoma. The story of *The Conkling-Prosch Family* was prepared for the author's immediate relatives and friends and was issued in an edition of 150 copies. It is valuable as giving the part which the Prosches have taken in the development of the Puget Sound Country.

Mr. Prosch was a frequent contributor to newspapers and

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10 The newspapers, including the family files of *The Puget Sound Herald* and *The Pacific Tribune* were the first items disposed of, these going to the University of Washington Library. Mr. C. B. Bagley was given next opportunity to secure books for his private library. After that the remaining books were sold to Mr. E. O. S. Scholefield, representing the Provincial Library of British Columbia, and Mr. George W. Soliday, a private collector of Seattle. Finally the letters, documents, scrapbooks, albums, and miscellaneous material were deposited in the archives of the University of Washington Library.

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magazines. Numerous historical articles are to be found in various periodicals.

Of unpublished works, the following items are most noteworthy:

1. *The Chinook Jargon or Indian Trade Language of Alaska, British Columbia, Washington, Oregon, Idaho, and Other Parts of the Northwest Coast, with Examples of Speech, Illustrations, Historical Notes and General Information.* Pp. 115, on paper 8x10 inches.

2. [*Record Book of Anecdotes and Incidents.*] Pp. 236.

3. *Chronological History of Seattle and Puget Sound, 1850-1897.* Pp. 432, on paper 8x14 inches.

The *Chinook Jargon Dictionary* was planned for private distribution in an edition of 500 copies. No plans had apparently been formulated for the publication of the other two items. The *Record Book* contains much material which might have been drawn upon for subsequent volumes. The *Chronological History* would probably have been thoroughly revised and later printed. As it stands it is an important contribution.[11]

Among the unique treasures of the library of Thomas W. Prosch were many manuscript letters and documents. There were a half dozen albums of historical photographs, carefully identified, located and explained. A series of scrapbooks contained further data of value. One of these contains the original letters and telegrams relating to the Seattle Fire Relief of 1889. This large volume gives a practically complete official record of the aid received and the disbursements made by the Committee in charge. Another book is wholly devoted to the history of the Seattle Totem Pole, while a third relates to the Washington Mill Company and its important business relations for thirty years on Hood Canal.

Bound volumes of pamphlets on specific subjects added greatly to the working value of his collection. Several of these relate to the coming of the railways, two are devoted to military affairs on Puget Sound, others tell the story of the Hudson's Bay Company. Their value lies in the fact that each volume represents years of collection from far and wide and that here are brought conveniently together fundamental sources, some of which have now become practically unobtainable. By frequent notes of cor-

11 Manuscripts of the three items just cited are in the University of Washington Library. A typed working copy of the *Chronological History* is there available and is also to be found in the Seattle Public Library and in the private library of Mr. George W. Solliday of Seattle.

rection, criticism, and explanation, Mr. Prosch put the stamp of his personality upon the material in his library and thus added greatly to its working value. All of the material above described is now the property of the University of Washington Library.

Makers are not usually the recorders of history. Pioneers as a rule lack leisure as well as perspective. Thomas Wickham Prosch was a marked exception to this rule. His active life saw the development of a metropolis from a crude settlement to a modern city. With middle age he had acquired a well earned leisure and had the instinct and capacity for historical narrative. At his death at the age of sixty-four, he had laid the foundation for much promising historical work. His father had died less than two years previous in his ninety-fourth year and there was every reason to expect many years of productive labor from the youngest son. This, however, was not to be. Though his work was cut short in the midst of his greatest activity, he had already accomplished much of high and enduring value. Subsequent historians in the Pacific Northwest will yield grateful recognition to this industrious and painstaking workman.

CHARLES W. SMITH.

## PROFESSOR CHANNING AND THE WEST

"No historian can hope to live as can a poet or an essayist, because new facts will constantly arise to invalidate his most careful conclusions * * * " says Professor Edward Channing in closing the chapter on American Literature in Volume Five.

New facts have constantly arisen, by the thousands, since this period was covered by the last general history of the United States. Hundreds of research students in scores of universities from Cambridge to Berkeley have been turning over the sources for the history of the country, particularly the history of the West. In a survey of the years 1815-1848, the American historian has to digest these myriad articles and papers located in the voluminous pages of numerous historical reviews. He must gorge himself on these as well as chew up the countless printed and unprinted sources which bestrew the path of the careful investigator. It must often be a question which is the more indigestible. But Professor Channing has eaten through the mass and emerged with undamaged appetite to attack, in the next volume, the slavery controversy and the outbreak of the Civil War. The result of this gargantuan task of digestion is Volume Five. It will be some years before new facts constantly arising will invalidate the general narrative in which Channing has set down his most careful conclusions.

The introduction to Volume Five is really the last sentence of Volume IV: "The American Nation, with its back to Europe and its face to the West, addressed itself to the solution of the problems of the nineteenth century." Professor Channing has now addressed himself to an analysis of our period of national growing-pains. The question in every scholar's mind as he opens the book is what does the author think of the West? How has the recent generation of the disciples of Turner affected the thinking of the man whom Mr. Albert J. Beveridge calls "the dean of American historical scholarship"? How shares the West in what will be at least for the next dozen years the definitive account of the period?

The titles of the chapters do not give true measure of western content in the volume. Seven of the eighteen chapters deal principally with western subjects, from "The Wonderful Century," and "The Westward March," to "The Year 1846," but the savor

of newly-turned western sod clings to a much larger portion of the narrative. We may conclude that Professor Channing himself throughout the volume keeps his face turned toward the West, and overlooks no study of even minor importance contributed by the recent school of investigators. Nevertheless his feet are fixed on the Atlantic Coast.

An interesting phase of the study is the intellectual and religious stirring which caracterized the second third of the century. The peculiar social and emotional manifestations of American life, an extraordinary gamut running from transcendentalism to Mormonism, are, in general, expressions of a "revolt" of a new generation of men and women "from the ideas of their fathers and grandfathers." This "transition" was an accompaniment of the changing economic conditions ushered in by the "Wonderful Century" which witnessed "The Westward March." Perhaps this is why the author has turned aside a little from the order of narration of previous volumes and has devoted the first half of his 600 pages to economic and social subjects. The beginnings of "Urban Migration" and "The First Labor Movement" may well prove to historical investigators in the latter half of the twentieth century as important as the westward movement is to the research students of our own times. Now that the frontier is gone everybody agrees that American history will of necessity revolve about social and economic hubs. If this is so must not the student of the future turn more and more to the origin of these subjects somewhat overlooked during the grand procession west?

The last half of the volume rapidly runs over the general events of the times. There is no one living who can better smell out an Ethiopian from the political woodpile than Channing. The reader turns with expectancy to the pages on the politics of Jacksonian Democracy. He is not disappointed. The old idea of Jacksonian Democrat as a product pure and simple of the West must melt away somewhat before a keen analysis of just what that "democracy" was. Jackson himself was no radical—as Professor Bassett's study of the platitudes of his Inaugural Address shows. There was nothing new or reforming about his expressed ideas of political principles. He was elected on no wave of reform. He won the presidency because he was a popular hero of the West, was aided by shrewd politicians of the North, and above all, as Professor Channing points out, he was the representative of the solid South, albeit in a strongly national way.

To know Jacksonian Democracy one must study more than the economic background of the war on the bank. One must consider Van Buren and Lewis and Blair and other wire-pullers, as Bassett and Channing have done. The reader of Volume Five may be somewhat disappointed, however, at the length of the five-page narrative in which the administrations of Van Buren and Tyler are dismissed. Some readers may also feel annoyed at the brevity of Pacific Coast history before 1846, but they must remember that before Polk the Pacific West did not loom very large in the national consciousness. We might note here that Professor Channing follows Justin Smith's conclusions as to the aggression of Polk.

Who will say that there is a historian more objective than Channing? Yet the most objective historian has his subjective moods, and it was quite delightful to this reviewer to come on them. For example, Edgar Allen Poe was a "genius who knows no geographic bounds," but whose prose is not read now "except by professors of English and their pupils. It is hard to believe that library attendants would accept this opinion. Nor will western ranchers appreciate the statement that the farmer of the prairie "watches the forces of nature bringing the crop to fruition with a little hoeing or cultivating now and then." On the other hand there are many readers who will agree that nationalism is by no means complete in America now, and others, including Mr. Ellsworth Huntington, who will not be startled by the suggestion (p. 457) that sunspots have a great deal to do with history. These personal touches help make the *History of the United States* what it is. Only a great historian could "get away" with them. They are among the many other greater features which give to the *History* its unique character. There is charm in Channing.

SAMUEL FLAGG BEMIS

## ORIGIN OF WASHINGTON GEOGRAPHIC NAMES

[*Continued from Volume XIII., Page 292.*]

TENINO, a town in the south central part of Thurston County. George T. Reid, of Tacoma, says: "Most railroad men claim that the town derived its name from the coincidence that, in numbering the survey stations, this point was numbered 1090, usually spoken of as 'ten-nine-o.' I have, however, heard this disputed, some persons claiming it to be an Indian word signifying a fork or crotch." (In *Names MSS.* Letter 94.) William Farrand Prosser says that when the Northern Pacific Railroad built its line from Kalama to Tacoma in 1872 this place was named Tenino from the Indian word meaning "junction" and adds: "The junction referred to was that of the old military roads. During the Indian war [1855-1856] a military road was constructed from Fort Vancouver up the Cowlitz valley, then over to Fort Steilacoom. Near the farms of Hodgson and Davenport it forked, and a branch ran into Olympia. In the Chinook Jargon the fork was called a tenino." (*History of the Puget Sound Country*, Volume I., page 248.) Another use of the name is recorded as early as April, 1862, when the Oregon Steam Navigation Company had a steamer so named on the Columbia River. (*Illustrated History of Southeastern Washington*, page 87.) J. A. Costello says that in the Nisqually Indian language the name of the particular site of Tenino was *Kla-pe-ad-am.* (*The Siwash*, Seattle, 1895.)

TENMILE CREEK, a small tributary of Asotin Creek in the central part of Asotin County, named by miners because it was ten miles from Lewiston, Idaho, the nearest town in the early days. (Postmaster at Asotin, in *Names MSS.* Letter 260.) See Anatone. The Indians still refer to the creek as "Anatone." (*Illustrated History of Southeastern Washington*, page 693.)

TENMILE CREEK, a small tributary of the Nooksack River, at Ferndale, in the west central part of Whatcom County. It is ten miles from Bellingham and received its name when a small settlement of military was sent there on the old telegraph line road in 1858 for protection from the Indians. (Fred L. Whiting, of Ferndale, in *Names MSS.* Letter 156.)

TENNANT LAKE, south of Ferndale, in the west central part of

Whatcom County, was named for John Tennant, on whose land the lake is situated. (Fred L. Whiting, of Ferndale, in *Names MSS.* Letter 156.)

TER-CHA-BUS, see Port Orchard.

TERMINATION POINT, at the north entrance to Squamish Harbor, Hood Canal, in the northeastern part of Jefferson County, was first charted by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 78.) The name was evidently used to indicate the northern end of Hood Canal.

TERRA VAUGHN, see Harper.

TERRITORY OF COLUMBIA, see Washington, State of.

TEXAS RAPIDS, near Riparia, in the Snake River, Columbia and Whitman Counties. A small creek flowing into the Snake River nearby bears the same name. Lewis and Clark, on passing through these rapids on October 13, 1805, pronounced them dangerous but did not give them a name. Elliott Coues, editor of the journals, says that the name of Texas Rapids was in use when he wrote, 1893. (*History of the Lewis and Clark Expedition,* Volume II., page 629, footnote.)

THATCHER PASS, a waterway between Blakely and Decatur Islands, in the east central part of San Juan County, was, in 1841, made a part of "Macedonian Crescent" on the Wilkes Expedition chart. It was changed in 1854 by the United States Coast Survey. See Lopez Sound. A postoffice on the west shore of Blakely Island is called Thatcher.

THE BROTHERS, a peak with a double summit in the southeastern part of Jefferson County. The elevation is 6,920 feet. (United States Forest Service map of Olympic National Forest, 1916.) The peak was named by Captain George Davidson of the United States Coast Survey, in 1856, in honor of Arthur and Edward Fauntleroy. (Edmond S. Meany: "The Story of Three Olympic Peaks," in the *Washington Historical Quarterly,* Volume IV., pages 182-186). At the same time he named this peak, Captain Davidson honored other members of the Fauntleroy family. See Fauntleroy Cove, Mount Constance and Mount Ellinor.

THE DALLES, the greatest series of obstructions in the Columbia River, which are faced by the southwestern margin of Klickitat

Whatcom County, was named for John Tennant, on whose land the lake is situated. (Fred L. Wintone of Ferndale, in *Names MSS.* Letter 156.)

Tes-ona-aus, see Port Orchard.

Termination Point, at the north entrance to Squamish Harbor, Hood Canal, in the northeastern part of Jefferson County, was first charted by the Wilkes Expedition, 1841. (*Hydrography*, Volume XXIII, *Atlas*, chart 78.) The name was evidently used to indicate the northern end of Hood Canal.

Terra Vaughn, see Harper.

Territory of Columbia, see Washington, State of.

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The Dalles, the greatest series of obstructions in the Columbia River, which are faced by the southwestern margin of Klickitat

County. The obstructions are twelve miles long and the fall of the river there is eighty-one feet at low water and sixty feet at high water. Celilo Falls, at the head of the series of obstructions, has a descent of twenty feet at low water but at high water a boat can shoot over the steep slope. (W. D. Lyman, *The Columbia River,* page 329.) The Lewis and Clark expedition passing down these obstructions in October, 1805, and returning in April, 1806, referred to them as "Long Narrows," "Short Narrows," and "Great Falls." The editor of their journals, Elliott Coues, gives an analysis of these names and tells of the later application of the name Dalles. (*History of the Lewis and Clark Expedition,* Volume III., pages 954-956, footnote.) H. H. Bancroft discusses the word "dalles" and shows that the French once used it for "troughs," "waterways," "or canals," though the modern popular meaning is "pavements" such as are frequently found in cathedrals. He says, further, on the authority of the *Dalles Mountaineer* of May 28, 1869, "The first voyageurs on their way down the great river of the west found many little dalles, but this was, as they said, Le Grand dall de la Columbia." (*Works,* Volume XXVIII., page 44, footnote.) In 1853, Theodore Winthrop wrote about the Columbia River: "* * * where the outlying ridges of the Cascade chain commence, it finds a great, low surface paved with enormous polished sheets of basaltic rock. These plates, Gallice [French] *dalles,* give the spot its name." (*The Canoe and the Saddle,* John H. Williams edition, page 212.) In 1826, David Douglas frequently applied the name "The Dalles" to the famous obstructions. (*Journal of David Douglas, 1823-1827.*) The Henry-Thompson Journals record the name as early as May 19, 1814. (*New Light on the Early History of the Greater Northwest,* Volume II., page 856.) The historic city, The Dalles, on the Oregon side of the Columbia River has added much to the familiarity of the geographic term. See Cascades, Grand Dalles, Hellgate and John Day Rapids.

The Narrows, where the shores of Puget Sound approach each other in the northwestern part of Pierce County, were named by the Wilkes Expedition, 1841. The journal of the Expedition mentions the waterway on May 10, 1841, saying: "* * * towards evening anchored just below the narrows leading into Puget Sound." The next day the record says: "This narrow pass seems as if intended by its natural facilities to afford every means for its perfect defence." Later, when the hydrographical monograph was issued the name was invariably capitalized and furthermore it was charted

as Narrows in the atlas accompanying the monograph. The reference in the monograph is as follows: "The distance through the Narrows is 4 miles; at its narrowest place it is nearly a mile wide, though from the height of the shores it appears much less." (*Narrative,* Volume IV, page 304; *Hydrography,* Volume XXIII., pages 318-320; Atlas, chart 78.) Six years later, Captain Henry Kellett, who changed many of the Wilkes Expedition names, let this one stand, expanded to The Narrows. (British Admiralty Chart 1911.) See also Commencement Bay and Point Defiance.

THEON, a place in the central part of Asotin County, was named for its founder, Daniel Theon Welch, who opened a store there in June, 1880. D. D. Welch platted the townsite on May 15, 1884. (*Illustrated History of Southeastern Washington,* page 695.)

THE POINTERS, the Wilkes Expedition, 1841, game this name to three small islands or rocks off the southeast coast of Blakely Island, San Juan County. (*Hydrography,* Volume XXIII., Atlas, chart 77.) Subsequent charts have changed the name. See Black Rock, Lawson Rock and White Rock.

THE SISTERS, see Sister Islands.

THE TOOTH, see Tooth.

THOMAS, a small town in the southwestern part of King County, was named for John M. Thomas, earliest pioneer settler in the White River Valley. He was born in Nicholas County, Kentucky, on July 8, 1829. He crossed the plains in 1852 and in July, 1853, he came to the White River Valley. He participated in the Indian war of 1855-1856. He served as County Commissioner for the years 1857-8-9. (*History of the Pacific Northwest: Oregon and Washington,* Volume II., page 602.)

THOMPSON COVE, a small bay on the south coast of Anderson Island, in the west central part of Pierce County, was first mapped and named on the British Admiralty Chart 1947, Inskip 1846. The honor was evidently for Rev. Robert Thompson, chaplain of the *Fisgard,* a British vessel in Puget Sound in 1846.

THOMPSON CREEK, there are several small streams in Washington bearing this name. The one for which information has been obtained is a tributary of Methow River in the west central part of Okanogan County. It was named for George L. Thompson, who vied with his neighbors in telling weird and impossible

tales. They carried the practice so far as to have a championship belt. This gave rise to the local name of Liar's Creek, still in use by old timers there. (Guy Waring, of Winthrop, in *Names MSS.* Letter 291.)

THOMPSON RAPIDS, in the Columbia River, below Kettle Falls, in Ferry and Stevens Counties. They were named on Friday, April 21, 1826, by the botanist, David Douglas, who wrote: "This rapid, which nearly equals the Grand Rapids, 150 miles from the ocean, having no name, I called it Thompson's Rapid after the first person who ever descended the whole chain of the river from its source to the ocean." (*Journal,* 1823-1827, page 165.) The man thus honored was David Thompson, the distinguished geographer of the North West Company of Montreal. A satisfying biography may be found in the introduction to *David Thompson's Narrative of His Explorations in Western America,* 1784-1812, edited by J. B. Tyrrell and published by The Champlain Society, Toronto, 1916. The name thus given in 1826 was continued on the Arrowsmith (London) maps as late as 1846, but the name in local use now is Rickey Rapids, after John Rickey, a settler there. (T. C. Elliott, in the *Quarterly of the Oregon Historical Society,* Volume XV., page 43.) "Grand Rapids" was the name at times.

THORNE, in Skagit County, was homesteaded in 1895, by Woodbury J. Thorne and a postoffice by that name was established there in 1900. (*History of Skagit and Snohomish Counties,* page 247.)

THORNWOOD, a station on the Northern Pacific Railway, in the west central part of Skagit County. The name is in honor of W. J. Thorne, a settler in that vicinity. (Noble G. Rice, in *Names MSS.* Letter 48.)

THORP, a town in the central part of Kittitas County, was named in honor of Milford A. Thorp, who bought land there in 1885. Mr. Thorp died in March, 1910. (Postmaster at Thorp, in *Names MSS.* Letter 384.)

THORP CREEK, a tributary of Cle Elum River, in the northwestern part of Kittitas County, was probably named for the same man as was the town of Thorp.

THRALL, a town in the southeastern part of Kittitas County, was named in honor of an official of the Northern Pacific Railroad in 1889. (M. T. Simmons, in *Names MSS.* Letter 468.)

THREE BROTHERS MOUNTAIN, in the southern part of Chelan County, between Ingalls Creek and the head of Negro Creek, was named for the triple summit. The elevation is given as 7,370 feet. (Henry Landes, *A Geographical Dictionary of Washington*, page 277.)

THREE FINGER MOUNTAIN, in the north central part of Snohomish County, was named because the peaks resemble three fingers. (Charles E. Moore, in *Names MSS.* Letter 193.)

THREE FORKS, see Pullman.

THREE LAKES, a town in the west central part of Snohomish County, is near three lakes, Panther, Flowing, and Storm. In addition to this discriptive quality, the name is said to have been given in honor of a town by that name in Wisconsin, by John Lauderyon in 1903. (A. C. Campbell, in *Names MSS.* Letter 247.)

THREE SPITS, see Bangor.

THREE TREE POINT, see Point Pully.

THURSTON COUNTY, was created on January 12, 1852, while Washington was still a part of Oregon Territory, and was named in honor of Samuel R. Thurston, Oregon's first Delegate to Congress. Elwood Evans wrote: "At that session, several new counties were established. The northern part of Lewis was set off. When reported, the act contained the name of 'Simmons,' in honor of the pioneer settler [Michael Troutman Simmons] in the Puget Sound basin; that name gave place to Thurston, a legislative tribute to the memory of the first delegate." (*History of the Pacific Northwest: Oregon and Washington*, Volume I., page 326.)

TIETON RIVER, a tributary of the Naches in the west central part of Yakima County was mapped by the Wilkes Expedition, 1841, by the Indian name "Shanwappum River." (*Hydrography*, Volume XXIII., Atlas, chart 67.)

TIFFANY MOUNTAIN, in the central part of Okanogan County, elevation 8,275 feet, was named for Will Tiffany. There were three Tiffany boys, who, with associates, maintained a camp for about two years in a meadow at the foot of the mountain. They were all rich men's sons, the Tiffany boys being closely related to the famous New York jewelers. Will Tiffany was one of Roose-

velt's Rough Riders and lost his life in Cuba during the Spanish-American war. (Letter from C. H. Lovejoy to Frank Putnam, of Tonasket, dated April 6, 1916, in *Names MSS.* Letter 345.)

TIFLIS, a town in the southeastern part of Grant County, was named after the Trans-Caucasian town, some of the settlers having come from that region. (H. R. Williams, Vice President of the Chicago, Milwaukee & St. Paul Railway Company, in *Names MSS.* Letter 589.)

TIGER, a town in the central part of Pend Oreille County, was named for George Tiger, one of the oldest settlers there. (Postmaster at Tiger, in *Names MSS.* Letter 417.)

TILTON RIVER, a tributary of the Cowlitz River in the central part of Lewis County, was undoubtedly named for James Tilton, Surveyor General of Washington Territory, in 1857.

TINKHAM PEAK, in the east central part of King County, was named by The Mountaineers on June 15, 1916. "Abiel W. Tinkham, under orders from Governor Isaac I. Stevens, made a reconnaissance through Snoqualmie Pass on snowshoes with two Indians in January, 1854, a few days after Captain George B. McClellan, who had been entrusted with the same duty by Governor Stevens, had failed in the attempt." (Recommendations of the Mountaineer Trustees to the United States Geographic Board, a copy of which is in *Names MSS.* Letter 580.) The elevation of the peak is 5,356 feet.

TITUSI BAY, see Filuce Bay.

TITSUVILLE, see Kent.

TIYE POINT, at the southern entrance to Filuce Bay, in the northwestern part of Pierce County, was mapped first by the Wilkes Expedition, 1841. (*Hydrography*, Volume XXIII., Atlas, chart 79.)

TLEE-AL-UM LAKE, see Cle Elum.

TOAD LAKE, in the west central part of Whatcom County, was named by George Nolte, on August 1, 1884, "on account of a great number of toads." (Hugh Eldridge, in *Names MSS.* Letter 136.)

TOANDOS PENINSULA, near the head of Hood Canal, in the east central part of Jefferson County, was first mapped by the

Wilkes Expedition, 1841. (*Hydrography*, Volume XXIII., Atlas, chart 78.) The name is undoubtedly of Indian origin as were most of the other names given at the same time in that locality. In this case the word may have been derived from Twana, a tribal name of the Indians of that region.

Tocosos River, flowing into the Strait of Juan de Fuca, just east of Neah Bay, in the northwestern part of Clallam County. In 1847, Captain Henry Kellett mapped it as "Okho River." (British Admiralty Chart 1917.) The United States Coast and Geodetic Chart 6300 shows the name Tocosos River.

Toe Point, the east cape of Patos Island, in the north central part of San Juan County. The name is descriptive and was first mapped on the British Admiralty Chart 2689, Richards, 1858-1859.

Toke Point, on the north shore of Willapa Bay, in the northwestern part of Pacific County, was named for an Indian chief. Early maps confused this point with Cape Shoalwater, but the United States Coast and Geodetic Survey Chart 6185 establishes both with accuracy, showing Cape Shoalwater at the ocean front and Toke Point about five miles to the eastward within the bay. James G. Swan in 1857 described the chief as follows: "Toke had been a man of a great deal of importance among the Indians, but advancing years and an inordinate love of whisky had reduced him to being regarded as an object of contempt and aversion by the whites and a butt for the jests and ridicule of the Indians. But, when the old fellow was sober, he was full of traditionary tales of prowess, and legends of the days of old. He was also one of the best men in the Bay to handle a canoe, or to show the various channels and streams; and often afterward I have called his services into requisition and have always found him faithful and efficient. His wife Suis was a most remarkable woman, possessing a fund of information in all matters relative to incidents and traditions relating to the Bay, with a shrewdness and tact in managing her own affairs uncommon among the Indian women." (*Northwest Coast*, pages 33-34.) In recent years Toke Point has gained prominence through the oyster fisheries.

Tokeland, a town on the eastern shore of Toke Point, derives its name from the Point.

Toledo, a town on the Cowlitz River, in the south central part of Lewis County, was named for a steamboat. August Rochon and his wife, Celeste Rochon owned the land. The Kellogg Trans-

portation Company operated on the river a boat named *Toledo*. In 1879, Orrin Kellogg arrived from Portland on the boat and bought one acre of land on which to build a warehouse and docks. The Rochons game a dinner at which Mr. Kellogg, Mr. Caples and Mr. Hillaire Nallette were guests. Mr. Kellogg asked Mrs. Rochon to name the new town and she promptly chose the name of the boat. (R. W. Bell, in *Names MSS.* Letter 373.)

Toliva Shoal, off the south shore of Fox Island in the south central part of Pierce County, was named by the Wilkes Expedition, 1841. (*Hydrography*, Volume XXIII., Atlas, chart 78.) The Britsh Admiralty Chart 1947, Inskip, 1846, changed the name to "Scarboro Shoals," but the United States Coast and Geodetic Survey Chart 6460 has retained the original name, Toliva Shoal.

Tolt River, a tributary of the Snoqualmie River, in the north central part of King County, derived its name from the Indians. A town on the river was authorized by the Legislature in 1917 to change its name from Tolt to Carnation in honor of the large establishment maintained there by the Carnation Milk Products Company. The Surveyor General's Map of Washington Territory, in 1857, shows the stream as "Tolthue River." (United States Public Documents, Serial Number 877.) On September 3, 1919, a party of Indians, including relatives of the great Snoqualmie Chief Patkanim, visited the writer at the University of Washington to urge the erection of a monument to the memory of the chief who had signed the treaty with the white men and had fought for them against the hostiles in the Indian war of 1855-1856. One of the party was Susie Kanim, last surviving child of the chief. She was born at a place they called *H'lalt* her father's principal home. It was on the present site of Tolt, or Carnation. Their pronunciation of the Indian word sounds much like the one the white man has been using for the same place.

Toh-ma-luke, an Indian name for the place where the Rattlesnake Creek flows into the Yakima River, near the central part of Benton County, is mentioned in the two treaties made in June, 1855, by Governor Isaac I. Stevens with the Yakima and Walla Walla tribes.

Tomar, on the bank of the Columbia River, in the southern part of Benton County, was named for the second grand chief of the Walla Walla tribe. (L. C. Gilman, President of the Spokane, Portland and Seattle Railway Company, in *Names MSS.* Letter 590.)

TONASKET, a small stream flowing into the Okanogan River near the foot of Osoyoos Lake, in the north central part of Okanogan County, and a town about fifteen miles southward on the Okanogan River, both received the name from Chief Tonasket, sometimes spelled Tonascutt. (Julian Hawthorne, *History of Washington,* Volume II., page 538.)

TONGUE POINT, a descriptive name for the east cap of Crescent Bay, in the northern part of Clallam County, was first mapped by Captain Henry Kellett in 1847. (British Admiralty Chart 1911.) The Wilkes Expedition, 1841, applied the same name to the cape at the entrance to Drayton Harbor, in the northwestern part of Whatcom County, but the United States Coast and Geodetic Survey Chart 6399 shows that point as Semiahmoo. Lieutenant Broughton in 1792 applied the same name to a point on the south bank of the Columbia River, near Astoria. The United States Coast and Geodetic Survey Chart 6151 shows that the original name has remained.

TONO, a town in the south central part of Thurston County, was named by officials of the Oregon-Washington Railroad and Navigation Company. It is claimed that the word came from "ton of coal" and was chosen for its brevity as it would have to be written many times daily by the station agent. (Postmaster at Tono, in *Names MSS.* Letter 245.)

TOOTH, a descriptive name applied to a peak near Snoqualmie Pass, in the Cascade Mountains, in the east central part of King County, was variously referred to as "Denny Horn" and "Denny Tooth." (Recommendations of the Mountaineers Trustees to the United States Geographic Board, June 15, 1916, a copy of which is in *Names MSS.* Letter 580.)

TOPPENISH, a creek and a town near the central part of Yakima County, derived their names from the Indian word *Qapuishlema,* meaning "people of the trail coming from the foot of the hill." (*Handbook of American Indians,* Volume II., page 785.) In 1853, Captain George B. McClellan used a variant of the word by calling part of the creek "Sahpenis." (*Pacific Railroad Reports,* Volume I., pages 377-389.) The same surveyors gave part of the creek the name "Pisko," which was continued by James G. Swan in 1857 and the Surveyor General of Washington Territory in 1859. (*Northwest Coast,* map; and *United States Public Documents,* Serial Number 1026.) The Bureau of Amer-

ican Ethnology says *Pisko* means "river bend" and was the name of a Yakima band living on the Yakima River between Toppenish and Setass Creeks. (*Handbook of American Indians,* Volume II., page 263.)

TOTTEN INLET, a southwestern extremity of Puget Sound, locally known as "Oyster Bay," was named by the Wilkes Expedition, 1841, in honor of Midshipman George M. Totten, who explored it for the expedition. (*Hydrography,* Volume XXIII., Atlas, chart 79.)

TOUCHET, a tributary of the Walla Walla River and a town at its mouth, in the southwestern part of Walla Walla County, was spelled "Toosha' by Rev. Gustavius Hines, the Methodist missionary, when he wrote on Saturday, May 27, 1843, as follows: "Travelled fourteen miles and camped for the Sabbath on a branch of the Walla Walla River called Toosha, near its mouth." (*Exploring Expedition to Oregon,* page 185.) "Gambler's River was the name given by Lewis and Clark [1805-6] to what is now Coppei Creek and White Stallion to the main Touchet." (*Illustrated History of Southeastern Washington,* page 278.) The name was changed before Mr. Hines made his journey in 1843, and was referred to with the present form of spelling in 1853 by Lieutenant A. W. Tinkham. (*Pacific Railroad Reports,* Volume I., page 377.) The town was platted by John M. Hill on April 12, 1884. (*Illustrated History of Southeastern Washington,* page 166.) Dayton was once known as Touchet.

TOUTLE RIVER, a tributary of the Cowlitz River, may have derived its name from Indians referred to by Lewis and Clark on March 27, 1806. They wrote of the Cowlitz River as "Cowel-iskee" and continuing: "On the same river, above the Skilloots, resides the nation called Hullooetell, of whom we learnt nothing, except that the nation was numerous." (*Journals,* Elliott Coues edition, Volume III., page 911.) The Wilkes Expedition, 1841, first charted the present name of Toutle River. (*Hydrography,* Volume XXIII., Atlas, chart 67.) The railroad surveyors, in 1853, showed the river as "Seh-quu." (*Pacific Railroad Reports,* Volume XI., Part II., chart 3.) The Bureau of American Ethnology says Sekwu is the Klickitat name of a village at the forks of the Cowlitz River, presumably belonging to the Cowlitz tribe. (*Handbook of American Indians,* Volume II., page 500.) The present name of the river was restored in 1856. (Preston's Map of Oregon and Washington West of the Cascade Mountains.)

Subsequent maps have shown the name as Toutle River although old settlers use the local name of "East Fork of the Cowlitz." (Mrs. E. B. Huntington, of Castle Rock, in *Names MSS.* Letter 158.) For years, Silver Lake, six miles northeast of Castle Rock, was known as "Toutle Lake." A town on the river, in the central part of Cowlitz County wears the name of Toutle.

Towal, a town on the north bank of the Columbia River, in the south central part of Klickitat County, derives its name from an Indian chief. (L. C. Gilman, President of the Spokane, Portland and Seattle Railway Company, in *Names MSS.* Letter 590.)

Towarnahiooks, an Indian name for Deschutes River.

Tracy Point, on Loon Lake, in the southeastern part of Stevens County, is interesting to visitors because the famous outlaw, Harry Severence Tracy, lived there before he turned out bad. He cut cord wood for a living and cleared much land. (Evan Morgan, in *Names MSS.* Letter 109.)

Tracyton, a town on Dyes nlet, in the central part of Kitsap county, was named in honor of Benjamin Franklin Tracy, who was Secretary of the Navy, under President Harrison, from 1889 to 1893. (E. E. Riddell, Postmaster at Tracyton, in *Names MSS.* Letter 39.)

Trafton, a neighborhood and former postoffice in the northwestern part of Snohomish County. In 1889, George Esterbrook acquired the claim on which the former postoffice "Glendale" was located. Confusion with places similarly named caused him to coin a new name, using Trafalgar (Indiana) as a base. The Trafton postoffice is discontinued, mail going on a rural route from Arlington, but the name Trafton continues in use for the locality. (Dr. W. F. Oliver, of Arlington, in *Names MSS.* Letter 196.)

Tr-cha-duk, an Indian name for the site of the present Navy Yard, Puget Sound. (J. A. Costello, *The Siwash,* Seattle, 1895.)

Tree Bluff, the descriptive name of a bluff on the Strait of Juan de Fuca, in the north central part of Clallam County, was first mapped by Captain Henry Kellett in 1847. (British Admiralty Chart 1911.)

Triangle Cove, a small bay on the northeast shore of Camano Island, in the east central part of Island County, was given this

descriptive name by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 89.)

TRITON HEAD, on the west shore of Hood Canal, in the north central part of Mason County, was named by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 78.) A small bay to the north has been named Triton Cove.

TROUTDALE, a town on Green River, in the southern part of King County, was named by officials of the Northern Pacific Railway Company. (Page Lumber Company, of Eagle Gorge, in *Names MSS.* Letter 56.)

TRUAX, a town on Snake River, in the south central part of Whitman County, was named by officials of the Oregon-Washington Railroad and Navigation Company in honor of Major Truax, who had bought the bar on the opposite bank of Snake River. (Postmaster at Bishop, in *Names MSS.* Letter 61.)

TSACHWASIN, see Pe Ell.

TSA-LA-TE-LITCH, an Indian name for the present site of Tacoma. (J. A. Costello, *The Siwash,* Seattle, 1895.)

TSESCUT-KUT, an Indian name for Dungeness. (J. A. Costello, *The Siwash,* Seattle, 1895.)

TSILL-ANE, an Indian form of the name Chelan.

TSUTSKO, see Hazel Point.

TSHINAKAIN, see Chamokane Creek.

TSOOYES, see Waatch River.

TSU-TLAT-U-KWAT, see Port Townsend.

TUCANNON, a tributary of Snake River, in the northwestern part of Columbia County, was called "Kimooenim Creek" by Lewis and Clark on October 13, 1805. (*Journals,* Elliott Coues edition, Volume II., page 629.) Rev. Gustavus Hines, during his journey of 1843, refers to it as "Tookanan." (*Exploring Expedition to Oregon,* page 174.) In 1853, the railroad surveyors had difficulty with the name. They spelled it "Tchannon," "Tukanon" and "Two Cannon," and the map artist drew in two cannons. (*Pacific Railroad Reports,* Volume I., pages 376 and 536; Volume XI., Part II., chart 3; Volume XII., Book I., map.) F. T. Gilbert wrote: "Tu-kan-non is also a Nez Perce word meaning 'abundance of bread-root' or 'bread-root creek.' The root is called

'kowsh'." (*Historic Sketches of Walla Walla, Whitman, Columbia, and Garfield Counties,* page 89.)

TU-CHE-CUB, see Old Man House.

TUKEYS LANDING, on the east shore of Port Discovery, in the northeastern part of Jefferson County, was named for John F. Tukey, who settled on a farm there is 1852. He was a native of Maine. He died in 1913. (Postmaster at Port Discovery, in *Names MSS.* Letter 253.)

TUKWILA, a town in the west central part of King County, was named when the postoffice was obtained in 1905. The former name was Garden Station. When asked for a list of acceptable names, Joel Shomaker suggested the Indian word *Tuck-wil-la,* meaning "land of hazelnuts." The Post Office Department shortened it and accepted it as it was different from any other name of a postoffice in the United States. Later Mr. Shomaker became mayor of the town. (Mrs. M. M. Lutz, Postmistress of Tukwila, in *Names MSS.* Letter 532.)

TULALIP BAY, near Everett, in the west central part of Snohomish County, derives its name from the Indian word *Duh-hlay-lup,* meaning a bay almost land-locked, or having a small mouth. (Rev. Myron Eells, in the *American Anthropologist* for January, 1892; and Dr. Charles M. Buchanan, in *Names MSS.* Letter 155.) The name was used in its present form in the treaty negotiated by Governor Isaac I. Stevens with the Indians on January 22, 1855. The bay is surrounded by the Tulalip Indian Reservation and the Government maintains a successful Indian school there.

TUMTUM, a town on the Spokane River, in the southeastern part of Stevens County, derives its name from the Chinook Jargon word meaning "heart" or "thump, thump." (William J. McDonald, in *Names MSS.* Letter 175.)

TUMWATER, a town near Olympia, in the central part of Thurston County, is the oldest settlement of Americans on Puget Sound. The Indian name for the place was *Spa-kwatl,* meaning "waterfalls." (J. A. Costello, *The Siwash,* Seattle, 1895.) The Hudson's Bay Company men called them "Puget Sound Falls" in 1829, and contemplated the building of a sawmill there. (H. H. Bancroft, *Works,* Volume XXVIII., page 487.) The Wilkes Expedition, 1841, charted simply "Falls" but also referred to them as "Shute's River Falls." (*Hydrography,* Volume XXII., chart

78; *Narrative,* Volume IV., page 414.) Michael Troutman Simmons was leader of the party of Americans who settled there in 1845. They called the place "New Market," but later changed it to Tumwater. (Elwood Evans, *History of the Pacific Northwest: Oregon and Washington,* Volume II., pages 558-560.) The word comes from the Chinook Jargon and reflects the Indian idea that the sound of falling water is similar to the throb of the heart, which they called *tumtum.* (Rev. Myron Eells, in *American Anthropologist,* for January, 1892.) See also Olympia.

Tunnel Creek, a small stream which flows into Coal Creek and that into Keechelus Lake, in the northwestern part of Kittitas County, was named by The Mountaineers on June 15, 1916. (Recommendations to the United States Geographic Board, a copy of which is in *Names MSS.* Letter 580.)

Turn Island, on the east shore of San Juan Island, in the southwest part of San Juan County, was named "Point Salsbury" by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 77.) This was intended as a honor for Francis Salsbury, Captain of the Top, in one of the vessels of the expedition. The "point" was found to be an island at a turn in the channel between San Juan and Shaw Islands and was mapped as Turn Island on the British Admiralty Chart 2689, Richards, 1858-1859. The name is retained by American geographers and about a third of a mile eastwardly from the north point of the island is a rock which bares at low tide. This has been named Turn Rock and has been marked for the aid of navigators. (George Davidson, *Pacific Coast Pilot,* page 555.)

Turn Point, the west cape of Stuart Island, in the northwestern part of San Juan County, was so named because it lies at a turn in Haro Strait. It was first mapped on the British Admiralty Chart 2689, Richards, 1858-1859.

Turner, a town in the central part of Columbia County, was named for B. M. Turner, who owned the land and filed the plat of the townsite on January 17, 1902, when the Oregon-Washington Railroad and Navigation Company had extended its line from Dayton to that point. (*History of Southeastern Washington,* page 376.)

Turnours Bay, see Filuce Bay.

Turtle Back Range, on the northwest coast of Orcas Island,

San Juan County, was intended as a descriptive name, given on the British Admiralty Chart 2689, Richards, 1858-1859.

TUTL-KE-TEH-NUS, see Strawberry Bay.

TUTON, see Longview.

TU-WA-DAD-SHUD, the neighboring Indians used this name for the creek running through the land where Tacoma now stands. (J. A. Costello, *The Siwash,* Seattle, 1895.)

TUXPAM RIVER, see Snohomish.

TWALITY DISTRICT, see Washington, State of.

TWANA, a village on the eastern shore of Mason Lake in the east central part of Mason county, was named for the Indian tribes occupying the lands adjacent to Hood Canal.

TWIN, this descriptive name has been applied geographically about fifteen times or more to rivers, mountains, lakes and rocks. A town bears the name. It is located on the Strait of Juan de Fuca at the mouth of Twin Rivers, in the north central part of Clallam County.

TWISP RIVER, a tributary of the Methow, in the west central part of Okanogan County, was evidently named from some Indian word as the railroad surveyors first spelled it "Twitsp." (*Pacific Railroad Reports,* Volume I., page 383.)

TYE, see Monroe.

TYKEL'S COVE, two small bays near Olympia in the central part of Thurston County, are locally known as "Big and Little TyKel's." The name was derived from George TyKel, the pioneer who took the upland adjoining as a donation land claim. (George N. Talcott, of Olympia, in *Names MSS.* Letter 226.)

TYLER, a town in the southwestern part of Spokane County, was formerly known as Stephens and in fact, the precinct is still known by that name. The Northern Pacific Railway officials named their station Tyler and later the name of the postoffice was changed to correspond. There is a local tradition that the officials had settled a damage claim in Montana and named this place after that claimant. (George Lindsay, in *Names MSS.* Letter 241.)

TYRRELL PRAIRIE, in the northeastern part of Thurston Coun-

ty, is locally known as "Hawk's Prairie." It was named for the pioneer, Freeman W. Tyrrell, who was first to settle there in 1851. After Mr. Tyrrell moved away, about 1870, Tyrus Himes, the next oldest settler, refused to have the name changed to "Himes Prairie." George H. Himes says the old name of Tyrrell Prairie should be retained. (In *Names MSS.* Letter 598.)

TZEE-SA-TED COVE, see Pleasant Harbor.

TZEE-TZEE-LAL-ITCH, see Seattle.

## U

UCUNAS, this name was given to the south shore of the Strait of Juan de Fuca in 1792 by the Spanish officers of the *Lutil y Mexicana* expediton. (J. G. Kohl, in *Pacific Railroad Reports,* Volume XII., page 278.)

UMATILLA RAPIDS, in the Columbia River, off the south central portion of Benton County, were called "Muscleshell Rapid" by Lewis and Clark in 1805. (*Journals,* Elliott Coues edition, pages 646, 1247, and 1261.) Umatilla is much used in Oregon geography. It is the name of a tribe of Indians.

UMATILLA REEF, about one mile northwest of the westernmost Flattery Rock, off the northwest coast of Clallam County, was named because the steamship *Umatilla* was driven onto the reef in a blinding snow storm on February 9, 1884, and given up for lost. The crew left, but First Officer John O'Brien and sailors Hanlin and Hardness returned to the steamer from their light raft, set the head sails and got her off shore. She was picked up by the steamship *Wellington* and towed to Esquimalt. (Lewis & Dryden's *Marine History of the Pacific Northwest,* page 324.) "In some respects this is the greatest danger on the northern coast, because in thick weather it is a very difficult object to make out." (George Davidson, *Pacific Coast Pilot,* page 509.)

UMTANUM, a tributary of Yakima River, in the southeastern part of Kittitas County, and a railroad station twelve miles south of Ellensburg, were named from an Indian word. It was first mapped by the railroad surveyors in 1853 as "Em-te-num." (*Pacific Railroad Reports,* Volume XI., Part II., chart 3.)

UM-TU-LAH, see Humptulips River.

UNDERWOOD, a town on the north bank of the Columbia River,

ry, is locally known as "Hawk's Prairie." It was named for the pioneer, Freeman W. Tyrrell, who was first to settle there in [illegible]. After Mr. Tyrrell moved away, about 1890, Cyrus Himes, the next oldest settler, refused to have the name changed to "Himes Prairie." George H. Himes says the old name of Tyrrell Prairie should be retained. (In Names MSS. Letter [illegible].)

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TZEE-TZEE-LAL-ITCH, see Seattle.

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UM-TU-LAH, see Humptulips River.

UNDERWOOD, a town on the north bank of the Columbia River

in the southeastern part of Skamania County, was named for Amos Underwood, who crossed the plains in 1852 and spent the rest of his life along the Columbia. He settled at the place which bears his name in 1875. He was still livng in 1915, at the age of 81 years. (H. S. Adams, in *Names MSS.* Letter 235.)

UNFRIED, a postoffice on Alpowa Creek in the east central part of Garfield County, was named for the first postmaster in January, 1911. A former postoffice at Alpowa had been discontinued six months before that. (Fred W. Unfried, in *Names MSS.* Letter 322.)

UNION CITY, on the south shore at the elbow of Hood Canal, in the central part of Mason County, was named by Willson and Anderson, who began a store there in 1858. John McReavy bought the store and townsite from F. C. Purdy in 1868. About 1904, the Post Office Department dropped the word "City" and now the town has the old name and the postoffice is known as Union. (Postmaster at Union, in *Names MSS.* Letter 490.) The Indian name for the place was *Do-hlo-kewa-ted.* (J. A. Costello, *The Siwash,* Seattle, 1895.)

UNION MILLS, a sawmill town north of Olympia, in the central part of Thurston County, was named by F. J. Shields and F. A. Leach in 1901. (Postmaster Greenman and J. W. Mayes, in *Names MSS.* Letter 133.)

UNION RIDGE, see Ridgefield.

UNITY, see Ilwaco.

UNSAL POINT, the southern extremity of Squaxin Island, in the southeastern part of Mason County, was named by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 79.)

UPRIGHT CHANNEL, the passage between Shaw and Lopez Islands, in the central part of San Juan County, was named "Frolic Straits" by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 77.) This was an honor for one of the sloops in the War of 1812. The changed name, Upright Channel, first appears on the British Admiralty Chart 2689, Richards, 1858-1859.

UPRIGHT HEAD, at the north end of Lopez Island, in the central part of San Juan County, derives its name from the adjacent

channel. The Wilkes Expediton, 1841, named it "Point Lloyd," an honor intended for William Lloyd, Captain of the Top, in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 77.)

UPTHASCAP, see Carbon River.

URBAN, a postoffice on Sinclair Island, in the northwestern part of Skagit County, was named by L. U. Stenger in honor of his son Urban Stenger. (Elizabeth A. Schultz, in *Names MSS.* Letter 113.)

USELESS BAY, on the southeastern shore of Whidbey Island, in the southwestern part of Island County, was named by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., page 312, and Atlas, chart 78.) The name refers to its exposure to storms. See Cultus Bay.

USK, a town in the south central part of Pend Oreille County, was named about 1890 by George H. Jones in honor of the Usk River in Wales. (Postmaster of Usk, in *Names MSS.* Letter 78.)

UTAH ROCK, a large rock just outside of and along the southwest shore of False Bay, on the south shore of San Juan Island, in the southwestern part of San Juan County, was named in honor of the State of Utah. (Walter L. C. Muenscher, in *Puget Sound Marine Station Publications,* Volume I., Number 9, page 82.)

UTSALADY, a village and former sawmill town on the north end of Camano Island, in the northeastern part of Island County, was named from the Indian word meaning "land of berries." (*History of Skagit and Snohomish Counties,* page 105.)

## V

VADER, a town in the southwestern part of Lewis County, was named by act of the Legislature, dated March 25, 1913. (*Laws of Washington, 1913,* page 662.) George T. Reed, of Tacoma, Assistant to the President of the Northern Pacific Railway Company gives an interesting account of this name as follows: "There is some humor connected with the naming of Vader. The town formerly had the name of Little Falls. Our company had another town of the same name on its line in Minnesota, and because of the frequent miscarriage of express and freight matter, we changed the name of the station to Sopenah, so that the town had the

name of Little Falls and the station the name of Sopenah. The citizens were not satisfied with this and finally asked me to confer with them on the subject. I visited the town and met many of the citizens. I refused to change the name of the station to Little Falls and suggested that if they would change the name of the town I would change the name of the station to conform to it, with only one limitation, namely, that it should not be the name of any other station along our line of road or that of the Great Northern or Oregon-Washington Railroad & Navigation Co. They then got up a petition to the Legislature to change the name to Toronto. There was a faction of 'standpatters' in the town who objected to changing the name of the town at all and they appeared before the committee of the Legislature and among other arguments objected to Toronto because there were five other post offices in the United States bearing that name. The Legislative committee finally told us that they favored changing the name but asked us to select a name that would not be a duplicate of any other post office in the United States. We held a consultation in the hall and I asked them if they could not find the name of some citizen that would be suitable. After canvassing the matter briefly, one of the gentlemen mentioned the name of an old German by the name of Vader and we finally recommended his name to the committee and that name was inserted in the bill and it became a law. The humor of the matter is that we supposed the old gentleman would be highly flattered in having the town named after him but instead of that he took it as a personal indignity and immediately moved to Florida." (In *Names MSS.* Letter 94.)

VALENTINE, an abandoned post office in Garfield County, was named for A. L. Vallen, of Clarkston. (Fred W. Unfried, of Unfried, in *Names MSS.* Letter 322.)

VALLEY CITY, see Algona.

VALLEY GROVE, a town in the south central part of Walla Walla County, was probably given by Mr. and Mrs. Charles McInroe, who settled there in 1879. The name was established there for a station in 1881 by the Oregon Railroad and Navigation Company. Mrs. McInroe was postmistress for a number of years. (W. D. Lyman, in *Names MSS.* Letter 246.)

VANBRUNT, a settlement in the northeastern part of Okanogan County, was named for Harry Van Brunt, an old settler there. (Merrill & Rowe, of Wauconda, in *Names MSS.* Letter 313.)

VAN BUREN, a town in the north central part of Whatcom County, was named about 1900, after an old settler who was the first postmaster there. (Postmaster at Van Buren, in *Names MSS.* Letter 435.)

VANCE, a postoffice in the east central part of Lewis County, was named for Zebulon Baird Vance, United States Senator from North Carolina, "who, in the fall of 1886, secured for us the extension of the mail route running east from Mossy Rock into the Big Bottom country, a distance of thirty miles, being the first post office east of Mossy Rock in eastern Lewis County." (J. S. Siler, in *Names MSS.* Letter 409.)

VANCOUVER, a town in the southwestern part of Clarke County, is the oldest continuous home of white men in the State of Washington. See Fort Vancouver, Point Vancouver and Clarke County. Samuel R. Thurston was sent to Congress in 1849 as Oregon Territory's first Delegate. He hated the British and sought to remove their geographic names. While he was in Washington, the Post-Master General changed the name of Vancouver to Columbia City. (H. H. Bancroft, *Works,* Volume XXX., pages 118-119, quoting *Oregon Statesman* for May 28, 1851.) It is annoying to find Bancroft forgetting this information when writing the next volume of his long series. In Volume XXXI., pages 77-78, he has this footnote: "Vancouver is called Columbia City in the act. This patriotic change of name occurred about 1851 or 1852, but I fail to find any mention of it. I think it was done on the motion of the first postmaster at that place, R. H. Lonsdale, who had the post-office called Columbia City. The name, however, would not pass in the face of long usage, and the Washington legislature at its second session changed it to Vancouver." The act which named "Columbia City" as the county seat of Clarke County located it "on the east side of Mrs. Esther Short's land claim" and Mrs. Short's house was made the legal place of holding court until the county should provide a more suitable building. (*Laws of Washington, 1854,* page 475.) James C. Strong says that he and another man surveyed that land into lots, blocks and streets. ("Reminiscenses of a Pioneer," in *Washington Historical Quarterly,* for July, 1912, page 182.) The act by which "Columbia City" was changed back to the old name of Vancouver may be found in *Laws of Washington, 1855,* page 44. As explained in items above cited, the Vancouver honored by this city's name was Captain George Vancouver, the great English explorer, who

named many geographic features in the Pacific Northwest during the years 1792, 1793, and 1894. His biography may be found in Edmond S. Meany's *Vancouver's Discovery of Puget Sound,* pages 7 to 21. The Indian name for the site of the city is given as Alashikash. (E. S. Curtis, *The North American Indian,* Volume VII., page 182.)

VANCOUVER DISTRICT, see Washington, State of.

VANCOUVER LAKE, in the southwestern part of Clarke County, near the Columbia River, like the city nearby, was named in honor of Captain George Vancouver. It was mapped with that name in 1856. (Preston's Map of Oregon and Washington West of the Cascade Mountains.)

VANCOUVER POINT, see Point Vancouver.

VANCOUVER STRAITS, was once applied as the name of Rosario Straits.

VANDERFORD'S HARBOR, see Whollochet Bay.

VAN HORN, a town in the central part of Skagit County, was named for the founder, James V. Van Horn. (Postmaster at Van Horn, in *Names MSS.* Letter 363.)

VAN WYCK, a town in the west central part of Whatcom County, was named on July 1, 1889, for Alexander Van Wyck. (Hugh Eldridge, in *Names MSS.* Letter 136.)

VAN ZANDT, a town in the west central part of Whatcom County, was named in February, 1892, for J. M. Van Zandt, the first postmaster there. (John H. Turrell, of Van Zandt, in *Names MSS.* Letter 137|)

VASHON ISLAND, in the southwestern part of King County, was named by Captain George Vancouver on Tuesday, May 29, 1792, after his friend Captain (later Admiral) James Vashon of the British Navy. (Vancouver's *Voyage Round the World,* second edition, Volume II., page 145.) For a portrait and biography of Vashon, see Edmond S. Meany's *Vancouver's Discovery of Puget Sound,* pages 145-147.)

VASHON POINT, see Point Vashon.

VASSAR, a town in the central part of Adams County, was named for Vassar College. (H. R. Williams, Vice President of

the Chicago, Milwaukee and St. Paul Railway Company, in *Names MSS.*, Letter 589.)

VAUGHN, a bay and town on the east shore of Case Inlet, in the northwestern part of Pierce County, were named for W. D. Vaughn, who crossed the plains in 1851 and took up a homestead on the bay. Illness caused him to lose his rights to the land but his name was given to the bay. (Alfred Van Slyke, of Vaughn, in *Names MSS.*, Letter 577.) In crossing the plains, Vaughn kept the party in game and was always fond of fishing and hunting. He was called "Nimrod" by pioneers in Oregon and Washington. He served in the Indian wars of 1855-56, and later had a gunsmith store and livery stable at Steilacoom. (H. K. Hines, *Illustrated History of the State of Washington,* page 808.) In 1917, Mr. Vaughn was still living in Steilacoom, 86 years of age. (Pioneer Biography Manuscripts, University of Washington.)

VEAZIE, a town in the south central part of King County, was named in 1890 for Thomas Veazie of the Veazie & Russell Logging Company. (Joseph T. Paschich, Postmaster, in *Names MSS.*, Letter 31.)

VELVET, a town in the north central part of Stevens County, was first known as "Frontier," so named by the Superintendent of the Red Mountain Railroad. The station is near the international boundary. It is the shipping point of the Velvet Mine, located ten miles north in British Columbia. The name was changed from "Frontier" to Velvet in honor of the mine. (Postmaster at Velvet, in *Names MSS.*, Letter 148.)

the Chicago, Milwaukee and St. Paul Railway Company, in *Names MSS.*, Letter 589.)

Vaughn, a bay and town on the east shore of [illegible] in the northwestern part of Pierce County, [illegible] Vaughn, who crossed the plains in 1851 and took up a home[illegible] on the bay. Hines [illegible] his name was given to the bay. (A[illegible] in *Names MSS.*, Letter 5[illegible]) [illegible] the party in game and was always [illegible] was called "Nimrod" by [illegible] served in the Indian wars of 185[illegible] and later [illegible] store and livery stable at Steilacoom. (H. K. Hines, *Illustrated History of the State of Washington*, page [illegible]) [illegible] Vaughn was still living in [illegible] Biography Manuscripts, University of Washington.)

Veazie, a town in the south central part of King County, was named in 1890 for Thomas Veazie of the Veazie [illegible] ging Company. (Joseph T. [illegible] *Names MSS.*, Letter 31.)

Velvet, a town in the north [illegible] part of [illegible] was first known as "Frontier" [illegible] of the Red Mountain Railroad. [illegible] tional boundary. It is the [illegible] cated ten miles north in British Columbia. [illegible] changed from "Frontier" to Velvet in [illegible] master at Velvet, in *Names MSS.*, Letter [illegible])

## BOOK REVIEWS

*The Covered Wagon.* By EMERSON HOUGH. (New York: D. Appleton and Company, 1922. Pp. 379. $2.00.)

*The Young Alaskans on the Missouri.* By EMERSON HOUGH. (New York: Harper and Brothers, 1922. Pp. 378. $1.75.)

The authentic historical character in *The Covered Wagon* is the noted trapper and scout known for thirty years in the Rockies as "Old Jim Bridger." Some attempt has been made to furnish a real portrait but it is both less interesting and less picturesque than the truthful account of the man as found in *The Yellowstone Park,* by Chittenden, and more recently in *The Bozeman Trail,* by Hebard and Brininstool.

The adventures of Bridger furnished inspiration for a long series of dime novels by Ned Buntline in the seventies and eighties. These idealized the scout into a super-hero. This later novelist leans the other way and with horse-play, boasting, and much vernacular takes away from the man such dignity as properly belonged to him. The Paramount version of the novel, reported to be filming, can hardly be expected to mitigate the comic supplement flavor of the character of Bridger as found in the book.

The destination of *The Covered Wagon* is the Oregon Territory, but the story relates only to the crossing of the Plains. According to one critic it is "fictionally negligible." Nevertheless, it is a novel which will find many readers. It will almost certainly interest any student of high school age. And as it is in the main historically accurate, and deals with events in themselves important, it may properly be included in lists of high school books, in spite of obvious literary shortcomings.

Intended for younger readers than the book just mentioned, *The Young Alaskans on the Missouri* recounts the adventures of three Boy Scouts and their leader who follow the train of Lewis and Clark as far as the Rocky Mountains. It should give the youthful readers a very good idea of the nature and importance of that expedition, as well as a knowledge of the history and geography of the greatest of rivers.

CHRISTINA D. SMITH.

*History of Oregon.* By CHARLES HENRY CAREY. (Chicago-Portland: The Pioneer Historial Publishing Company, 1922. Pp. 1016.)

This bulky volume is the product of an industrious layman who has the poise and insight of a trained historian. Judge Carey has practiced law in Portland since 1883. His firm, Carey & Kerr, has been counsel for various railways, public service corporations, industrial and commercial companies. He has found time to serve associations for the advancement of comity and knowledge. These organizations have been city, state, national and international in their scope. He now gives the public the fruit of long years of study and careful reflection.

On the title-page are these words: "Author's Edition." In the preface is this sentence: "I am responsible for the volume of history, but not for the biographical volumes that are a part of the publisher's edition." It thus appears that the complete work is one of the old-fashioned subscription state histories.

In acknowledging assistance received the author mentions Albert Hawkins; fellow trustees of the Oregon Historical Society, T. C. Elliott and Leslie M. Scott; George H. Himes, curator, and Miss Nellie Pipes, librarian, of the same society; Edgar B. Piper, editor of the *Oregonian;* Sam A. Kozer, Secretary of State; W. B. D. Dodson, general manager of the Portland Chamber of Commerce.

With becoming modesty, Judge Carey concludes his preface as follows: "In submitting the result of my labors I take occasion to say that there are many excellent histories of Oregon, and many special works covering features of the story. I do not assume that this production is superior to any of these, excepting in so far as it may now for the first time assemble some of the facts that time has brought to light and which were unavailable before. If I have been able to obtain some information that has not heretofore been presented in narrative form, I have also availed myself of the labors of many who have covered much of the field before me."

On page 934, is a "Bibliographical Note" in which the author shows the efforts he made to get at the original sources. Use of these he has acknowledged in numerous footnotes which will guide any who may seek further information on the topics discussed.

The last chapter of the book, covering pages 865 to 899, deals with "Patriotism and the World War." Here is an accumulation of information that must have cost much time and care. An ap-

pendix gives abundant statistics about the Territorial and State officers of Oregon, initiative and referendum measures, important dates in Oregon history, Oregon death roll in the World War, and other matters of importance.

By way of illustrations, the book contains eleven maps, nineteen portraits and one hundred and thirty-nine historical pictures.

In no feature of the volume has the painstaking labor of Judge Carey been better shown than in the copious index. This covers eighty-two double-columned pages, making the vast storehouse of historical materials instantly available for the searcher.

There is no doubt as to the important place Judge Carey's *History of Oregon* will take among the reference books in the Pacific Northwest.

EDMOND S. MEANY

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*The Pacific Triangle.* By SYDNEY GREENBIE. (New York: The Century Company, 1921. Pp. 402. $4.00.)

*The Problem of the Pacific in the Twentieth Century.* By GENERAL N. GOLOVIN in Collaboration with ADMIRAL A. D. BUBNOV; Translated by C. Nabokoff; Introduction by Harold Williams. (New York: Charles Scribner's Sons, 1922. Pp. 256. $3.50.)

The sea has been the inspiration of countless tales, epics, songs, and dramas. Something of this epic and dramatic character appears in these two very different books.

The first is primarily a book of travels. The traveler is mature, observant, and possessed of a very readable literary style, along with an effectively used camera which has furnished a number of illustrations. To the observations of a traveler, the author has added some exposition and comment on the problems that an extended voyage in the South Pacific and Orient suggests. These comments are in part a continuation and elaboration of those expressed in an earlier book, *Japan: Real and Imaginary.* The work is divided into three books: Book One, Historical and Travel Material; Book Two, Discussion of Native Problems—Personal and Social; and Book Three, Discussion of the Political Problems Involving Australia, Asia, and America.

The book of General Golovin, a staff officer before the Russian Revolution, is in a much more serious strain. The first half dozen chapters deal with the growth and development of Japan and with Japanese imperialistic policies. Chapters VII-X are the contribution of Admiral Bubnov, who was Chief of the

Naval Section of the Staff of the Commander-in-Chief in the Great War. These chapters outline the strategic considerations of the possible conflict between this country and Japan. Our General again takes up the pen, first for a chapter on the relation of Russia and her Far Eastern Dominions upon the problem, and for a final chapter on the Washington Conference of a year ago. This conference is declared to be barren of real results.

The thesis of the book is that with human nature and economic considerations making a struggle in the Pacific inevitable, the United States can defeat Japan only in alliance with a strong Russia, a regenerated Russia. The author does not give any definition of his adjective, "regenerated"; American statesmanship should. It is true, moreover, that this country has, as the author urges, an enormous stake in the regeneration of China and Russia. The data supplied by the book adds to the proof of how great this stake is for us.

WILLIAM A. SPENCER.

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*Publications of the Nebraska State Historical Society, Volume Twenty.* Edited by ALBERT WATKINS. (Lincoln: The Society, 1922. Pp. 400.)

All students of Pacific Northwest History are placed under enduring obligations to the Nebraska State Historical Society for the wealth of newspaper and other material relating to emigration to the Pacific Coast that is furnished in this new volume of its *Publications.* A mere examination of captions and running titles will convince a casual reader that the editor is right in presuming that "the most valuable information in the book is that of the traffic on the great highways to Oregon and California." More careful study reveals a wealth of contemporaneous comment upon overland travel to Oregon. No volume with which the writer is familiar gives a more colorful and vivid picture of the adventurous pioneer crossing the Plains to the Pacific.

While indebtedness is chiefly due to the rendering accessible of this data hidden away in the cumbrous files of rare and to most people inaccessible newspapers, the value of the book is enhanced by editorial notes, a carefully made index and a map of the Nebraska Territory specially designed and drafted for this noteworthy volume.

CHARLES W. SMITH.

*The Bozeman Trail.* By GRACE RAYMOND HEBARD and E. A. BRININSTOOL. (Cleveland: The Arthur H. Clark Company, 1922. Two volumes. Pp. 346 and 306. $12.50.)

The sub-title is: "Historical Accounts of the Blazing of the Overland Routes Into the Northwest, and the Fights with Red Cloud's Warriors."

General Charles King closes an illuminating and sympathetic introduction as follows: "In the ten years of profound peace enjoyed by the nation after the final muster-out of the last volunteers of the Civil War, we, the regulars, lost scores of officers and hundreds of men in battle to the death with our red wards. It is comfort to know that there are those in civil life who, even in their sympathy for the cause of the Indian, have learned to estimate at something like its true worth the service rendered to the people of the United States by, and the sacrifices demanded of, their little army of the old frontier, especially along that line of battle and humiliation, the Bozeman Trail by way of Powder River."

With commendable industry and admirable insight, the authors have earned this praise by General King. The two volumes are an interesting expansion of a pamphlet planned to tell the story of the famous "Wagon Box Fight." So much original and valuable information developed that it was wisely determined to continue the research. The result is these two beautiful volumes, elaborately illustrated and carrying valuable maps. The story of one of these maps is a fair example of the fortunate researchers:

"The map of the Oregon Trail and the Overland Stage Route has a unique history, as the original draft of the streams and watersheds, the old trails of the Indians and emigrants, and the stations along the road to the West, was made by Jim Bridger in 1863, at the request of Colonel William O. Collins, who, for a number of years, had this greatest of scouts for his special guide while he was fighting to establish the line of the Western frontier. This map was first drafted with a pointed stick, using the ground as a background; afterwards the map was enlarged and made into greater detail by the use of charred embers on the whitened skin of a deer. From these rough outlines, though most accurate and painstaking in their details, Colonel Collins constructed the map on mounted linen paper with pen and ink. This map was given by Colonel Collins to John C. Friend, who, after possessing the drawing for over half a century, donated it to the authors—a cherished possession."

Other maps and illustrations have similar interest attached to them. Quotations and citations evince an earnestness of workmanship. Many of the struggles are given in detail down to the treaty of 1868. Some readers may miss an extended account of Custer's defeat in the Battle of the Big Horn of June 25, 1876. That disaster is referred to often. It is called the finale of the struggle and in the scheme of this work does not seem to call for the same detailed treatment as that given the Fetterman disaster and other earlier battles. The greatest Indian portrayed in the work is Red Cloud, the Ogallala Sioux war chief, and the treatment of the famous scout, Jim Bridger, makes what is probably the best biography yet written of one of the most effective personalities of the West.

The authors and the publisher should be congratulated upon this beautiful and valuable addition to Western American literature.

EDMOND S. MEANY.

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*Rand-McNally Guide to Alaska and Yukon.* (New York and Chicago: Rand-McNally and Company, 1922. Pp. 175. $2.50.)

A recent publication relating to Alaska is the Rand-McNally Guide, giving data for travelers or settlers in the northern Territory. It is profusely illustrated and contains maps—one of the Territory as a whole, and several of details of different routes and localities.

A considerable portion of the work is given to descriptions of the country, the climate, productions, conditions, and mode of life prevailing there. The tables of distances are comprehensive and sufficiently detailed.

This is the first guide to the Territory published since the one prepared by Eliza Ruhama Scidmore was issued by Appleton and Company, in 1898, and should fill a widely extended need for just such a volume of information.

CLARENCE L. ANDREWS.

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*Descriptive Booklet on the Alaska Historical Museum.* By. A. P. KASHEVAROFF, Curator. (Juneau, Alaska: Alaska Historical Association, 1922. Pp. 61.)

This interesting pamphlet gives the story of the creation of the Alaska Historical Museum with an account of the specimens

that have been acquired. It is a cross between a guide book and an elementary history of the Alaska Indian tribes. Numerous illustrations add to the value of the booklet.

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*The English Traveler in America, 1785-1835.* By JANE LOUISE MESICK. (New York: Columbia University Press, 1922. Pp. 370. $2.50.)

This volume does not fall within the geographical area of the Pacific Coast. Its contents nevertheless should prove of interest to students of Western history since it throws light on early travel to the West. The experiences of the emigrant and the traveller had much in common. The returned traveller gave out the information which encouraged or retarded emigration to the West. The author of this monography has made use of the publications of the best known English travellers during the period covered and has made useful generalizations upon conditions in the frontier settlements of the time.

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*Students' History of the Northwest and the State of Washington* By LAURA B. DOWNEY BARTLETT. Volume I. (Tacoma: Smith-Digby Company, 1922. Pp. 232.)

The need for a good grammar school history of the State of Washington has been long apparent. There has been and is a similar need for a documentary source book covering the history of the Pacific Northwest for the use of high schools and colleges. The present volume by Mrs. Bartlett appears to have been compiled for the purpose of filling both needs within the compass of one volume.

As a history, the work lacks proportion. No less than twenty-eight pages are devoted to preliminaries: title page, contents, preamble, two notes of appreciation and an index to epochs. Twelve pages are given over to a history of the United States before 1776 and an equal amount of space is devoted to biographies of the Presidents. Of the limited space left for the Pacific Northwest, seventeen are given to Astoria and fourteen to Lewis and Clark, while many important topics are barely mentioned.

As a source book, little of the material, barring the Constitution of Washington, comes within the scope of the book. Thirty-five pages are employed to reproduce in full the Declaration of Independence, the Articles of Confederation and the Constitution of the United States. That it should take forty-four

pages to print the Constitution of the State of Washington with the Amendments illustrates the difficulty of carrying out the apparent design of the book within the limits of a small volume.

The combination of sourcebook and history is not to be commended since the documentary material can hardly be of use before the high school, whereas the stories and precepts of the volumes are not beyond the calibre of grade pupils.

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*The Trans-Mississippi West, 1803-1853.* By CARDINAL GOODWIN. (New York: D. Appleton and Company, 1922. Pp. 528. $3.50.)

The author is Professor of American History in Mills College. He dedicates the volume "To Herbert Eugene Bolton and to the group of young scholars who owe their love of western history to the inspiration and training which they received from his instruction."

The book will have an interest in the Pacific Northwest. Three of the fourteen chapters are devoted to "Early Claims to Oregon," "The Settlement of the Oregon Country," and "Oregon Diplomacy Through 1846."

Bibliographical notes at the end of each chapter will give the volume a value in academic work. This was part of the author's plan for he wrote in his preface: "There has been a growing interest in the western history of the United States during the last few years. Several colleges have introduced courses in the subject and the number is increasing. It is hoped that classes organized for such study will find this volume helpful."

The general reader will also find Professor Goodwin's book interesting and worth while. He has equipped it with maps, footnotes and an adequate index.

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*Canada, Descriptive Atlas.* By HON. CHARLES STEWART, Minister of Immigration and Colonization. (Ottawa: Government, 1922. Pp. 81.)

The numerous maps are copyrighted by Rand, McNally & Company of Chicago and evidently the attractive book was made by that well known firm for the Canadian Government. As indicated by the title the book is intended to attract settlers. It will undoubtedly serve that purpose well. In clear, large type the text tells a direct story and the numerous half-tone illustrations will furnish lures for tourists, settlers, investors and sportsmen. The

maps and historical paragraphs make the booket worth saving for its permanent values.

Here, in the Pacific Northwest, readers will find pages 72-81 of most interest since they deal with the neighboring provinces of British Columbia and Yukon Territory. The map of British Columbia, the pictures and the descriptive paragraphs show most graphically what lies immediately to the northward of the State of Washington.

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*The Canadian Reciprocity Treaty of 1854.* By CHARLES C. TANSILL. (Baltimore: The Johns Hopkins Press, 1922. Pp. 96.)

This scholarly study by the Professor of American History in the American University, Washington, D. C., will have a timely interest during the diplomatic and economic adjustments now going on between Canada and the United States.

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*David Thompson, Canada's Greatest Geographer.* By J. B. TYRRELL. (Toronto: The Author, 1922. Pp. 8.)

Mr. Tyrrell is a mining engineer who has earned for himself a comfortable position among historians by his scholarly work in editing *David Thompson's Narrative of His Explarations in Western America,* 1784-1812, published at Toronto in 1916 by The Champlain Society.

The present little booklet contains an address, or, as the author calls it, "An Appreciation." The address was delivered at the ceremonies opening the David Thompson Memorial Fort at Lake Windermere, B. C., on August 30, 1922. Those who were not fortunate enough to attend those ceremonies are grateful to Mr. Tyrrell for making his address available to all readers. The spirit and purpose of his address are well related in his opening paragraph as follows:

"David Thompson was the greatest land geographer who ever lived; and, therefore, one of the greatest scientists. He came to Fort Churchill a 14-year-old boy from a London charity school in 1784. While his greatest work was being done during twenty-eight years, he was never within a thousand miles of any civilized community of five hundred souls. He died in obscure poverty sixty-five years ago and lies in a nameless grave at Montreal. The opening of the memorial museum and hall at Lake Windermere,

maps and historical paragraphs make the book very worthy for its permanent value.

Here, in the Pacific Northwest reader will find pages [illegible] of most interest since they deal with the neighboring provinces of British Columbia and Yukon Territory. The map of British Columbia, the pictures and the descriptive paragraphs show graphically what lies immediately to the southward of the [illegible] Washington.

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The Canadian Geographer (Yearly of 1925. By Authority of Tamsaut. (Baltimore: The Johns Hopkins Press. 1925. 96.)

This scholarly study by the Professor of American History in the American University, Washington, D. C., will have a special interest during the diplomatic and economic negotiations now going on between Canada and the United States.

---

David Thompson, Canada's Greatest Geographer. 50 p. Toronto: Typecraft. (Toronto: The Author. 1922. [illegible] p.)

Mr. Tyrrell is a retiring engineer who has merged his interest in a comfortable position among historians by his valuable work in editing David Thompson's Narrative of His Explorations in Western America, 1784-1812 published at Toronto in 1916 by The Champlain Society.

The present little booklet contains an address [illegible] author calls it, "An Appreciation." The address was delivered at the ceremonies opening the David Thompson Memorial Park on Lake Windermere, B. C. on August 1st 1922. [illegible] not fortunate enough to attend these ceremonies as [illegible] Mr. Tyrrell for making his address available to [illegible] spirit and purpose of his address are well indicated [illegible] paragraph as follows:

"David Thompson was the greatest land geographer who ever lived; and, therefore, one of the greatest scientists. He came to Fort Churchill a 14-year-old boy from a London charity school in 1784. While his greatest work was being done during [illegible] eight years, he was never within a thousand miles or any [illegible] community of five hundred souls. He died in obscurity [illegible] sixty-five years ago and lies in a nameless grave at Montreal. The opening of the memorial museum and hall at Lake Windermere,

B. C., is the first public recognition of the debt that civilization owes him, for, though the Thompson River is called after him, a few years ago not one geographical student in a thousand knew anything about him."

Through the historical work of such men as Mr. Tyrrell, Mr. T. C. Elliott, of Walla Walla, and Judge F. W. Howay, of New Westminster, B. C., students are now being led toward a proper, though tardy, estimate of David Thompson.

---

*History of Oregon, A Teachers' Outline for Use in the Eighth Grade.* By COMMITTEE. (Salem: J. A. Churchill, Superintendent of Public Instruction, 1922. Pp. 40.)

Through the recommendation of the History Teachers' Section of the Oregon State Teachers' Association and the Sons and Daughters of Oregon Pioneers, the Superintendent of Publication appointed a committee representing those organizations to prepare this outline. The committee consisted of R. C. Clark, H. G. Starkweather, R. H. Down, Suzanne Homes Carter and Mrs. W. K. Barnum. The outline will prove serviceable. It carries the work down to the admission of Oregon to statehood, February 14, 1859.

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*Lincoln's Last Day.* By JOHN W. STARR, JR. (New York: Frederick A. Stokes Company, 1922. Pp. 100. $1.50 net.)

Though not within the field of the *Washington Historical Quarterly,* this book is mentioned here for the benefit of those who are collecting Lincolniana. The work is well indicated by the title. The volume contains seven portraits of Lincoln and a picture of the well known statue by St. Gaudens.

---

*Forests of Mount Rainier National Park.* By G. F. ALLEN, Supervisor of Rainier Forest. (Washington: Government Printing Office, 1922. Pp. 33. Twenty cents.)

Tourists will appreciate this pamphlet prepared for their enlightenment and their enjoyment. There is a generous supply of illustrations—twenty-five of them, showing different species. That the author has a fine appreciation of his theme is shown by the opening paragraph, as follows:

"The remarkable development of the forests about the base of Mount Rainier results from climatic conditions peculiarly favorable to tree growth. The winters are mild and short. The ocean

winds that pass through the gaps of the Coast Range are laden with moisture which falls in the form of rain or snow on the west slope of the Cascades. The trees are nourished by this moisture through a long season of annual growth, and form an evergreen forest which is, in some respects, the most remarkable in the world. This forest, distinguished by the extraordinary size and beauty of the trees and by the density of the stand, extends into the deep valleys of the rivers which have their sources in the glaciers. On the dividing ridges and in the upper stream basins the composition and character of the forest change with the increasing severity of the climate."

Several of the photographs used in this Government publication are credited to A. H. Barnes and A. H. Denman, of Tacoma.

---

*The Mountaineer.* Edited by ELIZABETH T. KIRKWOOD. (Seattle: The Mountaineers, Incorporated, 1922. Pp. 108. Seventy-five cents.)

*Mazama.* Edited by ROBERT W. OSBORN. (Portland: The Mazamas, 1922. Pp. 80. $1.00.)

Each year these two publications attract the attention of all who love the natural beauties of the Pacific Northwest. Both the mountaineering clubs are gaining reputation for consistent forward work in their field of endeavor.

Mount Adams, Mount Saint Helens and the Goat Rocks were the scenes of the 1922 outing by The Mountaineers. At least one thing is demonstrated by the pictures and articles in this number and that is the fact that Goat Rocks are not merely rocks but an imposing group of mountain peaks in the Cascade Range between Mounts Rainier and Adams.

The greetings this year are from Aristides E. Phoutrides, whose name is associated with explorations of Mount Olympus, in Greece. This is the more appropriate since Miss Winona Bailey furnishes an article on "Eight Days on Mount Olympus in Thessaly," telling of work on that famous "Home of the Gods" by herself and Mrs. Laurie R. Frazeur. The first ascent of Mount Constance, in the Olympics, is told by A. E. Smith, first winner of the Thomas J. Acheson cup for exceptional mountaineering in 1922. Rodney L. Glisan describes his ascent of Mount Popocatepetl.

These and other articles give this publication a real value in the history and exploration of the West, and the same may be

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## OTHER BOOKS RECEIVED

BEAUCHAMP, REV. WILLIAM M, *Iroquois Folk Lore.* (Syracuse, N. Y.: Onandaga Historical Association, 1922. Pp. 250.)

DALL, WILLIAM HEALEY. *Fossils of the Olympic Peninsula.* (Reprinted from the American Journal of Science 4:305-314, October, 1922.)

ESAREY, LOGAN. *Harrison's Messages and Letters.* Collections of the Indiana Historical Society, Volume 7. (Indianapolis: Indiana Historical Commission, 1922. Pp. 744.)

MCGREGOR, JAMES C. *The Disruption of Virginia.* (New York: The Macmillan Company, 1922. Pp. 328. $2.00.)

NORTH CAROLINA STATE LITERARY AND HISTORICAL ASSOCIATION. *Proceedings of the Twentieth and Twenty-first Annual Sessions.* (Raleigh: North Carolina Historical Commission, 1922. Pp. 128.)

PARKS, FRANK SYLVESTER. *Arthur Parke of Pennsylvania and Some of His Descendents.* (Washington, D. C.: Author, 1922. Pp. 20.)

PRESTON, HOWARD H. *History of Banking in Iowa.* (Iowa City: The State Historical Society of Iowa, 1922. Pp. 458.)

SCUDDER, WINTHROP S. *The Longfellow Memorial Association, 1882-1922: An Historical Sketch.* (Cambridge, Mass.: The Association, 1922. Pp. 21.)

WALLACE, WILLIAM KAY. *The Trend of History.* (New York: The Macmillan Company, 1922. Pp. 372. $3.50.)

WASHINGTON BANKERS' ASSOCIATION. *Proceedings of the Twenty-seventh Annual Convention.* (Spokane: Wm. Hatch Davis, Secretary, 1922. Pp. 139.)

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PRESTON, HOWARD H. *History of Banking in Iowa*. (Iowa City: The State Historical Society of Iowa, 1922. Pp. 417.)

SCHOBER, WESTFIELD S. *The Longfellow Memorial Association 1882-1922: An Historical Sketch*. (Cambridge: Longfellow Memorial Association, 1922. Pp. 24.)

WALLACE, WILLIAM KAY. *The Trend of History*. (New York: The Macmillan Company, 1922. Pp. 372. $4.50.)

WASHINGTON BANKERS' ASSOCIATION. *Proceedings of the Twenty-seventh Annual Convention*. (Spokane: Wm. Ralph Davis, Secretary, 1922. Pp. 136.)

## PACIFIC NORTHWEST AMERICANA

*New Auction Records*

The present auction season is bringing to the market many choice items of Western Americana. There is a general increase in prices, with some fancy records and not a few genuine bargains. At Henkels, on October 10, a copy of the excessively rare book by Charles Saxton, *The Oregonian; or, History of Oregon Territory,* (*Checklist* 3420), was sold for a matter of $29.00, while a practically unknown railroad pamphlet with a large folding map of Oregon published in Stuttgart in 1853 (Not in *Checklist*) brought but $5.00.

The most important sale of the Autumn occurred at Anderson's November 27-29. Many of the significant pieces offered were pamphlets and newspapers relating to California and Utah. Several of these brought sums in excess of one thousand dollars each.

Many standard items relating to Oregon were sold at fair or low prices. For example: Dunn's *Oregon Territory,* $11; Glisan's *Journal of Army Life,* $2.50; Gray's *Oregon,* $4; Kip's *Army Life,* $3; Lee and Frost, $5; Dodge's *Coos and Curry Counties,* $4; Rush's *Residence at the Court of London,* $1; Oregon *Laws* of the Fourth Session, $2; Ronan's *Flathead Nation,* $3.50; St. Amant $5; Sturgis' *Oregon Question,* $3; Victor's *All Over Oregon and Washington,* $1; Wallace's *Sketch of E. D. Baker,* $3.

Eager competition for the items of greater rarity is indicated by the prices realized on the following titles:

Amoretti, *Voyage à l'Océan Pacifique.* (*Checklist* 1226) $130.00
Brown, *Political History of Oregon.* (*Checklist* 491)---- 62.50
Damon, *Trip from the Sandwich Islands.* (*Checklist* 892) 165.00
Duflot de Mofras, *Exploration du Territoire de l'Oregon.* (*Checklist* 1036) ---------- 210.00
Duniway, *Captain Gray's Company* (*Checklist* 1050)---- 70.00
Grover, *Oregon Archives* (*Checklist* 1552)---------- 215.00
Harnett, *Lectures on British Columbia* (Not in *Checklist*) 42.00
Hastings, *New Description of Oregon* (*Checklist* 1625)- 290.00
Prosch, *McCarver and Tacoma* (*Checklist* 3231)------- 50.00
Taylor, *Will There be War?* (*Checklist* 4409)---------- 57.50
Samuel, *Westshore,* for the year 1885 (*Checklist* 4344-46) 72.50
Sutherland, *Howard's Campaign* (*Checklist* 3896)------ 200.00

### *New Items Brought to light*

Two rare pieces not listed in the *Checklist of Pacific Northwest Americana* were sold at the Anderson Galleries in the sale of November 27-29, 1922. One of these is a third part to Espinosa's *Relacion del Viage por las Goletas Sutil y Mexicana* (*Checklist* 1154). It is a twenty-page quarto pamphlet entitled: *Appendice o Continuacion del Viage de Las Goletas Sutil y Mexicana al Estrecho del Juan de Fuca.* It was published in Madrid in 1805 or three years later than the main work. The price paid for this appendix was $405.00.

The other item is a twenty-three page pamphlet issued by Daniel W. Lowell and Company, bearing the title of: *Map of the Nez Percés and Salmon River Gold Mines in Washington Territory.* It contains a large folding map of the Nez Percés and Salmon River Mines. It was published in San Francisco in 1862 by Whitton, Waters and Company. The price brought was $760.00.

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### *Isaac I. Stevens Material*

The University of Washington Library has added the following pamphlets relating to Isaac I. Stevens, not listed in the *Checklist*:

Opinion of Hon. F. A. Chenoweth, delivered on 24th May, 1856, on the return of the Marshall to his Service of Writs of Habeas Corpus, for the bodies of Chief Justice Lander and Others, at Steilacoom, W. T., also a Letter to Members of the Bar. Pp. 14. (Steilacoom, n. pub. May 24, 1856.)

Proceedings of a Meeting of the Bar, 3d Judicial District, Washington Territory, on the Arrest of the Hon. Edward Lander, Chief Justice of said Territory, and John M. Chapman, Clerk of the District Court, by an armed force under orders of Gov. Isaac I. Stevens; together with the Proceedings of a Mass Meeting of Citizens of Pierce Co. W. T. Pp. 8. (Steilacoom, n. pub. May 7, 1856.)

Vindication of Governor Stevens, for Proclaiming and Enforcing Martial Law in Pierce County, W. T. Pp. 8. (n. p. n. pub. May 10, 1856.)

## NEWS DEPARTMENT

### *Oregon Historical Society*

Judge F. W. Howay, of New Westminster, B. C., gave the principal address at the twenty-fourth annual meeting of the Oregon Historical Society, held at Portland on October 28, 1922. His subject was "Captain John Kendrick and His Sons." Kendrick and Gray were the American captains who were first to bring the Stars and Stripes to the Northwest Coast. Judge Howay's researches will undoubtedly be published in full.

At the same meeting the following officers were re-elected: President, Frederick V. Holman; Vice President, Charles B. Moores; Secretary, F. G. Young; Curator, George H. Hines; Trustees, John Gill and Leslie M. Scott.

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### *British Columbia Historical Association*

At a meeting in the Provincial Archives Department, Parliament Building, Victoria, B. C., on November 24, 1922, a constitution was adopted and the first officers were elected for the British Columbia Historical Association.

Following a suggestion by John Forsyth, Provincial Archivist, a preliminary meeting had been held on October 31. Such a spirit of enthusiasm prevailed that committees were appointed to prepare for the next meeting, where the Association was launched as stated above.

The officers chosen are as follows: Patron, His Honor the Lieutenant-Governor; Honorary President, Hon. J. D. Maclean, Minister of Education; President, His Honor Judge F. W. Howay; First Vice President, Beaumont Boggs; Secretary,-Treasurer, J. Forsyth; Editor, Professor Sage. These officers with the following seven shall constitute the Council: Dr. C. F. Newcombe, Mrs. McMicking, Mrs. McCree, of Victoria; Rev. R. G. McBeth, Prof. Mack Eastman, of Vancouver; Dr. M. S. Wade, of Kamloops; Basil G. Hamilton, of Kootenay.

The Provincial Archives Department has one of the richest collections of historical materials to be found in the West. Those who took part in the this new organization pointed out the desirability of publishing at least a quarterly periodical to make fuller use of those accumulations.

The *Washington Historical Quarterly* extends welcome to the new association and cherishes the hope that the "British Columbia Historical Quarterly" may soon make its appearance.

---

### *The Oxen at Naches Pass*

In "Van Ogle's Memory of Pioneer Days," which appeared in the *Washington Historical Quarterly* for October, 1922, the old pioneer was shown (pages 269-270) to differ with George H. Himes, the eminent historical authority of Oregon, about the famous story of killing oxen at Naches Pass in order to make rawhide ropes, with which to let the immigrant wagons down what was called "the jumping-off place." Mr. Himes promptly took exception to such criticism of his historical work and painstaking efforts at accuracy as follows:

"I just saw your October *Quarterly* and read Van Ogle's account. A lot of what he gave Miss Judson is an after thought. There was not a single wagon driven down from the summit with a team attached, even one yoke. I began the preparation of my article, as printed in the *Transactions of the Oregon Pioneer Association, 1907,* fully twenty-five years before that, at the request of James Biles, one day when I was his guest at Tumwater.

"'Why, Mr. Biles,' I said, 'I am not the person to write an account of that trip through the Naches Pass. Some one or more of the adults ought to do it. I was nothing but a boy and am not positive about the facts. I remember many of the details of the trip—that is, I think I remember them.' Finally, upon Mr. Biles' insistence, I said 'I will jot down my recollections, make several typed copies of the same, and send one to every adult that can be found that belonged to that party and ask for criticisms.'

"That was the course I pursued and among others that I read my account to in person was Van Ogle in his home in Tacoma. Before that, however, the substance of it was recounted in Van Ogle's cabin one night when I stayed with him when he lived close to the spot on Puyallup River where we crossed in 1853. Then again I went over it with him when I stayed all night with him in the Soldiers' Home at Orting. Nelson Sargent, the oldest son of the Sargent family, an adult when he came west to California with his father in 1850, saw my account. All in all, the portions of my paper relating to the trip through the mountains passed the scrutiny of at least twenty adults of our company.

"James Longmire did not see it, as he was away more or less

during the years that the copies of my paper were being passed around from one to another. Finally, I found that he had caused an account to be prepared giving his recollections of the trip through the Cascade Mountains, and, after I saw it, I was amazed to observe the substantial agreement there was in our accounts.

"The account (mine) was read to David Byles when I was a guest at his house, just a few weeks before he was killed by the railroad near Elma. His brother, Charles N. Byles, once in the banking business in Montesano, also read my account. However, he was not an adult when making the trip in 1953.

"Anyway, my account will have to stand for what it is worth on the basis of whatever value there may be in any expression uttered by me. 'So mote it be'."

---

### *Government Decisions on Names*

The United States Geographic Board has issued a pamphlet containing the decisions arrived at from 1920 to 1922. The following are those bearing on place names in the State of Washington:

BATTLE; butte, about 10 miles west of Spokane, T. 24 N., R. 41 E., Spokane County, Wash. (Not Wright.)

BIG SHEEP; creek, rising in British Columbia, crossing international boundary about long. 117° 56', tributary to Columbia River near Northport, Stevens County, Wash. (Not Sheep, White Sheep, nor Yomelsin.)

LANE; peak, three- pointed (altitude 6,000 feet), in Tatoosh Range, rising one-third mile northwest of Cliff Lake, Mount Rainier National Park, Pierce County, Wash. (In honor of the late Franklin K. Lane, former Secretary of the Department of the Interior.)

LAPOEL; point, southern shore Lake Crescent, Sec. 32, T. 30 N., R. 9 W., Clallam County, Wash. (Not Pancake.)

OHANAPECOSH; hot springs, on the Ohanapecosh River, Sec. 4, T. 14 N., R. 10 E., Rainer National Forest, Lewis County, Wash. (Not Cowlitz.)

RICH; passage, entrance to Port Orchard from Puget Sound, south of Bainbridge Island, Kitsap County, Wash. (Not Rich's.)

---

### *Captain Gray in Song*

From Chinook, Washington, there comes a song, all home product, entitled "On the Shores of Baker's Bay," in memory of Cap-

during the years that the copies of my letter were being passed around from one to another. Finally, I found that he had caused an account to be printed giving her recollections of the trip through the Cascade Mountains, and after I saw it, I was allowed to observe the substantial appreciation [illegible]

"The account (many will read it under the title [illegible]) is quaint at its modest, just a few words before the [illegible] railroad near Ellensburg. The border, Clarke's St. Peter, more in the banking business in Montesano, also used for [illegible] he was not an adult when writing the report in 1853.

"Anyway, my account will have to stand for what it is worth on the basis of whatever value there may be in any impression uttered by me. So much is [illegible]

---

The United States Geographic Board has issued a pamphlet containing the decisions arrived at from 1890 to 1902. The following are those bearing on place names in the State of Washington:

Baxter, butte, about 10 miles west of Spokane, Tp. 25 N., R. 41 E., Spokane County, Wash. (Not *Wright*.)

Big Spring, creek rising in Spring Canyon, Columbia County, and flowing into Dry Creek, 2 miles southeast of Dayton. (Not *Big Spring Creek*.)

Boundary, about long. 117° 30', on boundary of Columbia and Garfield counties, near Northport, Stevens County, Wash. (Not *Boundary Line Survey* nor *Vermeulen's* [illegible]

Lake, pear, three-quarters of a mile long, in Kaniksu Range, rising one-third mile northwest of Cliff Lake, Mount Rainier National Park, Pierce County, Wash. (In honor of the late Frank M. Lane, formerly Secretary of the Interior.)

Lake, point, southeast shore Lake Crescent, Sec. 16, T. 30 N., R. 9 W., Clallam County, Wash. (Not *Tanesko*.)

Cheesman, hot springs, on the Columbia River, Sec. 4, T. 14 N., R. 10 E., Kaniksu National Forest, Lewis County, Wash. (Not *Cowlitz*.)

Rich, passage, entrance to Port Orchard from Puget Sound, south of Bainbridge Island, Kitsap County, Wash. (Not [illegible])

---

## Captain Gray's Song

From Chinook, Washington, there comes a song, all home produced, entitled "On the Shores of Baker's Bay," in memory of Cap-

tain Robert Gray who discovered the Columbia River on May 11, 1792. The words and air are by Elton S. Durkee. The music was arranged by John Olin and Sterling Rothermal, all of Chinook, and the printing was done in the office of the Chinook *Observer*. The first stanza runs as follows:

"If you've ever studied hist'ry
You have heard of Captain Gray
Who discovered our great river
On a far and distant day.
And it's written in the record
Of the Captain's old log book
That he cast his anchor in a bay
Near the village of Chinook."

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### *Compliments from Tacoma*

In its issue for September 2, 1922, the Tacoma *Daily Ledger* reviews the contents of the last issue of the *Washington Historical Quarterly* in complimentary terms. Such evident purpose to help along the work is highly appreciated.

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### *Pioneers of Lewiston*

Robert D. Leeper, chairman of the pioneer reunion at Lewiston, Idaho, in sending an invitation for the festivities on September 21-22, 1922, said they were making an effort to get out many of the old original pioneers of that section.

# The Washington Historical Quarterly


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VOL. XIV. NO. 2 APRIL, 1923

*ISSUED QUARTERLY*
Two Dollars per Year


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THE WASHINGTON UNIVERSITY
STATE HISTORICAL SOCIETY
UNIVERSITY STATION
SEATTLE, WASHINGTON

Entered as second-class matter, November 15, 1906, at the Postoffice at Seattle, Washington, under the act of Congress of July 16, 1894.

# The Washington University State Historical Society

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Seattle
University of Washington Press

University of Washington Press
Seattle

VOL. XIV., No. 2 April, 1923

# The Washington Historical Quarterly

## THE ORPHAN RAILROAD AND THE RAMS HORN RIGHT OF WAY

The Act of Congress granting to the Northern Pacific Railroad Company all odd numbered sections of public lands within a strip forty miles wide co-terminous with the road to be built in Territories of the United States, was a floating grant, that is to say, the lines of the road had to be definitely located before the granted sections could be identified. The Charter of the company, as amended, authorized construction of two lines in Washington Territory; one called the Main Line was to be via, the valley of the Columbia River to a terminus on Puget Sound and the other, called the Branch was to diverge from the Main Line and extend across the Cascade Mountains to the same terminus. To make up for necessary subtractions from the grant on account of lands in odd numbered sections to which adverse rights attached prior to definite location of the railroad, the company was authorized to select lieu lands within specified limits.

Between the date of its Charter, July 2nd, 1864, and the year 1869, the company perfected its organization as a corporation and that is about all that it did do within that time. Then, the banking house of Jay Cooke & Co. of Philadelphia undertook to finance the enterprise by selling bonds; and enough money was provided to make surveys and build a division of the road at its east end and another division extending from Kalama on the Columbia River to Tacoma, which was chosen as the western terminus. Surveys in Washington Territory were extensive but of a preliminary character. From such surveys maps were made and filed in the General Land Office, merely indicating general routes that might, or might not, approximate the lines on which the road was to be built. Thereupon, in the years 1870, 1872 and 1873, the Department of the Interior promulgated orders withdrawing from

# The Washington Historical Quarterly

## THE ORPHAN RAILROAD—AN INTERNATIONAL RIGHT OF WAY

The Act of Congress granting to the Northern Pacific Railroad Company all odd numbered sections of public lands within a strip forty miles wide co-terminous with the road to be built in Territories of the United States, was a donation grant that is to say, the lines of the road had to be definitely located before the granted sections could be identified. The charter of the company as amended, authorized construction of two lines in Washington Territory; one called the Main Line was to be via the valley of the Columbia River to a terminus on Puget Sound and the other called the Branch was to diverge from the Main Line and to cross the Cascade Mountains to the same terminus. To make up for necessary subtractions from the grant in carrying out [illegible] odd numbered sections to which adverse rights attached or to definite location of the railroad, the company was authorized to select lieu lands within specified limits.

Between the date of its Charter, July 2nd, 1864, and the year 1869, the company perfected its organization as a corporation and that is about all that it did do within that time. Then the banking house of Jay Cooke & Co. of Philadelphia undertook to finance the enterprise by selling bonds, and [illegible] to make surveys and build a division of the road at its east end and another division extending from Kalama on the Columbia River to Tacoma, which was chosen as the western terminus. Surveys in Washington Territory were exploratory [illegible] preliminary character. From such surveys maps were made and filed in the General Land Office, merely indicating general routes that might, or might not, approximate the lines on which the road was to be built. Thereupon, in the years 1870, 1872 and 1873, the Department of the Interior promulgated orders withdrawing from

settlement and sale all odd numbered sections within twenty miles on each side of the lines of general route indicated on said maps. Those orders were based upon an assumption that the company had an inchoate right to as many of those sections within the several forty mile strips reserved as might be found to be subject to the grant when the two lines of road should be definitely located. The line of the Branch was not definitely located until 1884 and until then, those orders were continued in force, shutting up from use half of the public land within the major part of Washington Territory. That was an instance of injustice characteristic of bureaucratic misgovernment.[1]

Failure of Jay Cooke & Co. in 1873 obliged the company to suspend construction and the building of the main line was only resumed in a feeble way shortly before Henry Villary took the company in hand in 1881. At the time of the suspension the land grant within Washington Territory except for the Kalama-Tacoma division, was all unearned and still afloat.

Seattle was grieved by the location of the Northern Pacific terminus at Tacoma, but not disheartened; her loyal citizens resolved that the best harbor in the whole world should not be without railroad service to bring traffic from the productive regions of the Inland Empire. The Seattle and Walla Walla Railroad & Transportation Company was promptly organized. Names to be remembered as representatives of Seattle spirit and grit at that time are: Arthur A. Denny, John J. McGilvra, Dexter Horton, John Collins, Franklin Matthias, Angus Mackintosh, Henry L. Yesler, James McNaught, and James M. Colman; they constituted the first board of trustees of the new company. Contributions to its capital in money were not large, but many owners of real estate conveyed to the company land and water front property the present value of which runs into millions of dollars. Evincing the spirit of the inhabitants generally, they turned out en masse to give a start to construction of a narrow gauge railroad by their own manual labor, on the first day of May, 1874. Under direction of Thomas B. Morris, a railroad construction engineer, commencing near the south shore of Elliott Bay a day's

1 The Supreme Court of the United States, in the case of Nelson vs. Northern Pacific Railway Company, 188 U. S. Reports page 108 decided that the departmental orders withdrawing odd numbered sections from settlement were not authorized by law and not valid to defeat a homesteader's claim initiated prior to definite location of the line to be built upon. In that case, Nelson settled on and improved his claim within limits covered by an order of withdrawal then in force; in a contest against his right to acquire the title, the company won a land office decision barring him from making filings and proofs under the Homestead law; when the line of the road was definitely located the land was found to be within the place limits of the grant and a patent conveying it, as earned land, was issued to the company. But the Supreme Court sustained Nelson's claim.

work was done. Men and boys cleared the right of way and levelled the roadbed for a distance of about three miles and the women helped by serving a picnic lunch. Next, a piece of the road was built and put into operation extending from the coal mines at Renton to a steamboat landing on the Duwamish River; its use was for hauling coal from the mines. That much was accomplished with money furnished by William Renton, principal owner of the Port Blakely saw mill, and W. C. Talbot of San Francisco, who were interested in the coal mines. Then, to carry the project forward, $60,000 was advanced by citizens of Seattle, one-third of which was contributed by James M. Colman, and to that was added his time and talents so that the holdings of the company had a mortgagable value of $100,000, and that amount of money was obtained by Mr. Colman on a mortgage. Mr. Colman had no expectation of other financial support, but, with the courage of a man confident in his own abilities, he took personal charge of the enterprise in all of its details and in superintending construction labored in all kinds of weather, often in cases of emergency foregoing sleep at night. His most able and faithful assistants were a young engineer named Robert L. Thorne and Chin Gee Hee, a Chinaman who furnished and directed Chinese laborers. By engineering skill, energy and strict economy, a substantial railroad was constructed from coal bunkers at the foot of King Street in Seattle to the Newcastle coal mines, and equipped with rolling stock and coal bunkers, with facilities for loading ships. This was accomplished before the end of 1877, and the road then began to earn some profit above operating expenses. After extensions were made to the Black Diamond and Franklin coal mines, the road became a producer of wealth. It was added to Henry Villard's acquisitions of various and sundries, but its existence as a distinct property was preserved under the name of Columbia & Puget Sound Railroad Company, making an addition to the group of Villard corporations, and Mr. Colman was employed in the capacity of manager of that new corporation. In a period of thirty months, under his management, the net earnings of the road amounted to a sum equad to the whole price that Villard paid for the entire assets of the Seattle and Walla Walla Railroad & Transportation Company, including its real estate in Seattle; a showing which in contrast with its subsequent earnings under the management of John L. Howard, is quite extraordinary. During the time of Colman's management the rates for passenger and transportation services were reasonable and the road was a

popular public utility. Subsequently the "public be damned" policy supplanted good business policy. This was well illustrated in a particular instance; Mr. Colman owned a saw mill situated adjacent to the road about twenty-five miles from Seattle; he desired to bring lumber for his own use in the City, but, it was impractical to do so because, to buy the same grade of lumber in Seattle would cost no more than the railroad charge for transportation from his mill.

Economical construction of the railroad to the Newcastle coal mines required scientific engineering to surmount the topographical obstructions of a rugged region; in one instance a ravine was bridged on a trestle one hundred and twenty-eight feet high. After forty-five years of use that trestle has been kept in repair so that it is still a safe structure for heavily loaded trains to run over. Mr. Colman's qualifications as an engineer, combined native genius with education and profound study, and, his superior abilities as a financier and business man were equal to the task of extendiing the road to the grain fields of eastern Washington. He would have completed that undertaking if Villard's comprehensive system had not justified expectation that Seattle interests would be well cared for, to the extent of furnishing railroad service adequate to enable it to maintain its position as the chief city of Puget Sound.

Recurring to the Northern Pacific land grant, the Land Office orders withdrawing odd numbered sections from settlement and sale were made to forestall speculators and settlers from acquiring rights antagonistic to the grant and would have been wise if the maps of general routes had been made honestly to indicate where the roads were intended to be located so as to not cover and tie up more territory than was reasonably necessary. For some time the people endured the imposition in silence, but, when construction of the railroad stopped and growth of the Territory was impeded the orders rested oppressively upon every part of it and murmurs and protests against it awakened resentment against the apparent disposition of the company to grasp an undue share of the Territory's resources. The Legislature in 1877 set forth the conditions and grievances in three memorials to Congress; the first of which represented that in 1873 the company located its western terminus at Tacoma; that in 1870 and 1872, lands were withdrawn for the Main Line beyond Tacoma as far north as Bellingham Bay, embracing over two million acres of public lands which was still withheld from settlement, notwithstanding the location

of the terminus at Tacoma. And in 1873 the lands withdrawn for the branch extended from Lake Pen d'Oreille to Tacoma via the Skagit Pass, amounting to over eight million acres; that in 1876 the company filed a map of general route for its Branch in the office of the Commissioner of the General Land Office which last named Branch leaves the Main Line near the mouth of the Snake River and runs over the Cascade Mountains to Tacoma via the Natchez Pass. And the memorial prayed for restoration to the public domain to be dealt with as other public lands, of all lands withdrawn for the Main Line north of the adjusted limits of the earned lands near Tacoma; and of all lands withdrawn for the Branch via the Skagit Pass.

The second memorial after certain recitals, represented that, the company "has no authority to sell lands within the grant not earned, and having fixed no price upon said lands, at which settlers could purchase the same after the company acquired title thereto, the settlement and prosperity of the Territory has been greatly retarded. That while the Northern Pacific Railroad Company is daily selling and disposing of its lands it has instituted suits which are now pending to restrain our tax collectors from collecting the taxes. That this company demands and receives protection of our civil officers, and that its refusal to bear its proportion of the taxes to pay these officers is oppressive and unjust to the tax-paying settlers of the Territory. That we realize the fact that the speedy completion of this road would be a great benefit to the Territory. We nevertheless regard an extension of the time for that purpose without terms and conditions, wrong and injurious to the people of our Territory." The memorial ended with a prayer for legislation as follows:

"First. That the price of the lands within the limits of the grant be fixed at two dollars and a half ($2.50) per acre.

Second. That the registers and receivers of the United States land offices be the only persons authorized to dispose of any of these lands and that they be disposed of only by entry and payment under such rules as the department may establish.

Third. That these lands be sold to actual settlers only and in such quantities as your honorable bodies may deem best.

Fourth. That the money arising from the sales of the lands aforesaid be paid to the Northern Pacific Railroad Company from time to time as the different sections of the road are completed.

Fifth. That the time within which said road shall be completed be limited by law, and that a failure to complete the road within the specified time, shall cause all the lands to revert to the government which have not been sold.

Sixth. That the company be required to pay taxes on all of its property whether acquired by purchase or otherwise upon the same terms and conditions now imposed by law upon the settlers of the Territory."

The third memorial was in the interest of settlers on railroad lands who made improvements thereon relying on certificates issued to them guaranteeing the first right to purchase when the company acquired titles which it could convey.

These memorials brought no relief to the people in responsive action by Congress and had no effect except to alarm the officials of the company and investors in its securities and boosters for Tacoma the terminus City, many of whom got busy in Territorial politics in a way that engendered animosities, especially between Tacoma and Seattle.

The national census for the year 1880 shows that the population of Seattle was then 3,533. And the magnitude of its business was so much greater than that of any other Puget Sound town or city that, it had to be reckoned with by Henry Villard when he came to take control of the transportation business of the entire Northwest. The temporary success of that magnate was marvelous; without training or experience in practical business, but having a practical mind and some friends among capitalists, he was able to, and did, organize corporations and grasp opportunities for great achievements. Having acquired control of the Oregon Steam Navigation Company, the Oregon Steamship Company and the Willamette Transportation and Locks Company, he amalgamated the properties of those corporations in a new corporation named Oregon Railway & Navigation Company, and projected railroads to be built by it extending from Portland into eastern Washington and Idaho and to connect in eastern Oregon with the Oregon Short Line Railroad; and he conceived the plan of making a connection with the Northern Pacific at a point on the Columbia River, so that the O. R. & N., line from that connecting point to Portland would be a division of the Northern Pacific's Main Line. To carry out that plan, he performed the extraordinary feat known as the "Blind Pool" that is to say, he obtained from New York and Boston capitalists eight million dollars without divulging the intended use to be

made of that large amount, until after it was used to gain control of the Northern Pacific Railroad Company. He then became President of the company and responsibility rested upon him to justify the confidence of the contributors to the blind pool, by completing the construction of the railroad so that for their investment the value of the property would remunerate them. He then saw that a city on Puget Sound would have great advantage in competition with Portland for commercial supremacy; and that the Seattle and Walla Walla Railroad & Transportation Company was likely to become an active competitor for the traffic of the Inland Empire. New hopes for the success of that company were inspired when, in July 1880, Victor E. Tull discovered large deposits of a superior quality of coal a few miles from its railroad and extension thereof to those mines would be in the direction towards the mountains over which it aimed to cross via the Snoqualmie Pass. Tull was employed by P. B. Cornwall, President of the Black Diamond Coal Company of San Francisco, to find better coal than that company's other mines contained and his discovery was what he was sent for. Cornwall was financially able to provide means to extend the railroad to the newly discovered mines, and that would afford the most economical transportation of the coal to Seattle where it could be loaded into ships. While the mines were being exploited and Cornwall's company was acquiring ownership, in 1881, Villard came and bought the entire holdings of the local company, which then became the Columbia & Puget Sound Railroad Company, and in 1882-3 it extended the narrow guage railroad to the Black Diamond and Franklin coal mines. Villard visited Seattle several times and his friendly speeches stimulated the growth of the City; on one of those occasions the subject of actual railroad connection was discussed and he declared that construction of the Northern Pacific's Branch over the Cascade Mountains would be postponed until the remote future, but he proposed to give Seattle a railroad by constructing a standard guage railroad from a point in Puyallup valley connecting with an existing railroad extending from Tacoma to the coal mines in Pierce County; that new piece of road to cross White River valley to a junction with the Columbia & Puget Sound Railroad at Black River and by laying a third rail on its roadbed make it both a narrow guage and a standard guage railroad from Black River to Seattle, so that Seattle would thereby have connection with the Northern Pacific. As a condition for that accommodation he exacted from Seattle a free

right of way along the waterfront northward to the real estate purchased from the Seattle and Walla Walla Railroad & Transportation Company, and that condition was agreed to. March 14th, 1882, the City Council granted so much of the required right of way as it controlled; the rest of it had to be acquired from individual property owners, which involved difficulties. Some would not give space inside, that is on land side of existing structures needed for their business; others were equally obstinate in retaining the water side of their holdings, so when the complete right of way was obtained it was winding, that gave it the name of the "Rams Horn Right of Way." To comply with the agreement on Villard's part, one of his corporations named the Oregon & Transcintinental Co. built a section of standard guage railroad from Black River to Stuck Junction which became known as the "Orphan Railroad," and to complete the connection with the Northern Pacific a spur line was built from Puyallup to Stuck Junction. Those joints of railroad were completed and service thereon commenced in the summer of 1883, just preceding Villard's "gold spike" party, celebrating completion of the Northern Pacific Railroad to a connection with the O. R. & N. Railroad at Wallula on the Columbia River and by those pieces of railroad and the Northern Pacific line between Puyallup and Tacoma Seattle was served for a period of only one month when the service stopped abruptly.

The business of the Oregon and Transcintinental Co. for which it was organized was to build feeder lines to bring traffic to the Northern Pacific Railroad and it did not engage in the operation of railroads. A new corporation named the Puget Sound Shore Railroad Co. was organized, its officers being T. H. Tyndale, President and Treasurer; A. A. Denny, Vice President; I. A. Nadeau, Secretary and Manager; Charles F. Munday, General Counsel, and its Board of Directors were A. A. Denny, Charles F. Munday, Ed. L. Terry, T. H. Tyndale and I. A. Nadeau. The operation of the Orphan Railroad, when it was operated prior to January 1st, 1890, was by that new corporation and it was sold by those officers January 1, 1890, to the Northern Pacific Railroad Co. for the price of one million dollars.

Construction of the Northern Pacific Railroad proceeded from Wallula eastward simultaneously with building westward and a date in August, 1883, was set for the joining of the rails that would complete the line from Duluth on Lake Superior to a

junction with the O. R & N. road to Portland. Another section of the Main Line was built from Portland on the Oregon side of the Columbia River to a point opposite to Kalama and a ferry was provided on which trains crossed the river and proceeded to Tacoma. Villard considered that the joining of the rails would be, in a practical way, completion of the Main Line and he invited the investors and many distinguished persons to be present on that day to witness the driving of the last spike. Many of the invited ones came, a gold spike was driven and the programme for the day's ceremonies was carried out and the first through train was an excursion train on which the guests came to the coast. That event was a triumph for Villard and it also signalized his downfall; he had accomplished a great task, but knockers were successful in persuading many of the investors to believe that their money had been squandered in building a railroad that could not be a financial success in operation. The Board of Directors instead of being loyal to Villard exacted his resignation as President of the Company. The situation then as Seattle was concerned was exasperating. Villard whose promise to give the City railroad service was shorn of power; that service was discontinued; the grant of the rams horn right of way was irrevocable and it was regarded as a nuisance; residents of the City had parted with control of the narrow guage railroad and there was no hope of any extension of it beyond coal mines in King County; the Northern Pacific land grant for the Main Line, except parts thereof between Portland and Tacoma and east of Wallula, was not earned, and yet the departmental orders withdrawing lands from settlement hung like a black cloud over the Territory. That condition could not be endured quietly; it provoked hostility to the Northern Pacific company which grew into a popular demand for forfeiture of the entire land grant; and a member of Congress from the State of Illinois was outspoken in favor of such action so that there was more than a mere probability that, if the company remained inactive, legislative action detrimental to the company would be taken. Spurred to action by the menace to its land grant the company under its new management initiated measures to build the Branch immediately. But, so long as doubts existed as to its ability to do so, the agitation could not be suppressed. Settlers in eastern Washington on odd numbered sectioins within the lieu limits were vexatiously oppressed by conduct of the company in contesting their rights to land occupied

and improved by them and the people generally were in warm sympathy with those settlers.

Friends of the company deemed it advisable to secure expressions of public sentiment opposed to forfeiture of the land grant; Hon. Joseph N. Dolph, a Senator of the State of Oregon, appealed to the Chamber of Commerce of Seattle to protest against the proposed forfeiture and a meeting of that body was called to consider the matter. Most of the citizens who were active in public affairs attended the meeting and Paul Schulze, western land agent of the company, was present. A Committee of which Hon. Orange Jacobs and Hon. Joseph R. Lewis, former Chief Justices of the Territory, were members, drafted a resolution opposed to forfeiture, and it was adopted by a nearly unanimous vote; G. Morris Haller and Richard Osborne were the only members who voted against it. Immediately after adjournment trouble began; Schulze, who was a very conceited and insolent person, started it by boasting as if his personal presence and influence had secured the adoption of the resolution, and followed that by reminding those who lingered after adjournment of the meeting of the destruction by burning of the Steamship *Yaquina* in a manner to create an impression that the outrage was another of his personal triumphs. His conduct betrayed a purpose to do mischief and he was successful in arousing the Seattle Spirit. The *Yaquina* incident had connection with the origin of the Seattle Chamber of Commerce, for it came into being to protect the commerce of the City against predatory aggressions. In 1882 Rev. James P. Ludlow, owner of the steamer *Evangel,* obtained a contract to carry the United States mail to Sitka, Alaska, and expected to use the *Evangel* in that service, but, she was found to be not seaworthy for navigating the northern waters. Then John Leary to help Ludlow bought the *Yaquina.* On her arrival at Portland with a cargo of lime before the sale could be consummated by delivery to the purchaser, the vessel and cargo were burned, and, on inquiry for another vessel it was ascertained that, Goodall, Nelson & Perkins of San Francisco who operated the ships monopolizing the Alaska business had forestalled Ludlow by purchasing or hiring every other seagoing craft on the Pacific Coast, so the mail contract had to be, and was, surrendered. Then the Seattle Chamber of Commerce was organized.

Its anti-forfeiture resolution was speedily regretted by those responsible for it and was vigorously denounced by the newspapers;

and pro-forfeiture was made a political issue in the Territorial election campaign of 1884. The Democratic party nominated as its candidate for Delegate to Congress Charles S. Voorhees, a lawyer residing at Colfax, who was the attorney and champion of the lieu land contestees. The King County Republican Convention was strongly anti-railroad and it nominated as candidates for the Legislature Judges Jacobs and Lewis and elected twelve delegates to the Territorial Convention which was held later in Seattle. Eleven of those acted as a unit in the Convention on the side of the minority; the twelfth member gave his proxy to former Governor Elisha P. Ferry who voted with the Tacoma delegation which was pro-railroad and dominated the Convention. Thus, the campaign had to be carried on with an apparent issue between the two parties of for and against the Northern Pacific company. The Territory under normal conditions was republican, but Voorhees won by a narrow margin although his majority in King County was over 2,100. Jacobs and Lewis were elected to the Legislature and served during its next session which did not convene until more than a year subsequent to the election. At that time building of the Branch was progressing rapidly and animosity towards the company had subsided. The first train came across the mountains on a temporary switchback construction into Tacoma on the 3rd day of July 1887 and Seattle joined with Tacoma in a Fourth of July celebration in the latter city.

In the summer of 1885 there lived in White River valley a public spirited citizen named Green, known as "Fog horn Green" on account of his deep base voice. The orphan railroad continued to go unoperated for a year and a half and there was no promise on the part of any one that it would be operated. Green arranged for a mass meeting at Kent to devise some plan whereby the orphan might be put to work. He advertised the meeting extensively and personally requested members of the Legislature, representative of Villard corporations, County Officers and others to attend it. The meeting was held with a large attendance of farmers and others including Judges Jacobs and Lewis, Hon. Charles F. Munday, also a member of the Legislature, James McNaught, attorney for the Northern Pacific company, John L. Howard, agent of the Villard corporations, and Thomas J. Milner, superintendent of the Oregon Improvement Company. Judge Jacobs told a funny story about an ignorant fellow who standing in front of a slaughter house and seeing a calf's tail protruding out of an augur hole in the door, wondered how the calf jumped

through the hole and got pinched by its tail. Mr. Howard explained that, a stub railroad could not be operated profitably, except as a feeder to bring traffic to a main line; and he took it for granted that this piece of a railroad beginning and ending at no concentration point for traffic could neither earn revenue nor be of any value as a feeder. Green called on Cornelius H. Hanford to speak; he did so and used an important fact, knowledge of which had been communicated to him by Mr. Milner who knew what the road earned in the first month after it was built. Hanford said: "Railroads are for public use. A railroad franchise imposes a duty to serve the public. This road is a tangent, it takes a slice out of meadows, orchards and gardens; where houses and barns wore obstructions they were removed to make way for a railroad. If you farmers did not consent to have your improved land cut into ribbons, the law of eminent domain gave consent, that means that public necessity is paramount to individual rights. After a railroad has been built it is a public highway, the public is entitled to use it; the same reasons that justifies condemnation of land for public use likewise sanctions condemnation of an existing railroad that is not serving the public. If whoever has proprietary rights in this road cannot, or will not, operate it you farmers can acquire possession of it rightfully and put it to work. Do not hesitate to proceed on that course, lest the road in operation may not produce income sufficient for its maintenance, I have here the figures showing that when it was operated for only one month its earnings in cash amounted to fifty percent more than the expenses incurred for operation."

Judge Lewis approved the suggestion for condemnation of the road and promised that if existing laws were inadequate for the purpose, the Legislature would enact laws to supply any deficiency. Somebody in New York, having authority in the premises, acted with knowledge that it would be unwise to permit a new agitation to gain headway, for before the meeting adjourned, John H. Mitchell, Jr., McNaught's law partner, arrived on horseback with a telegram from New York announcing that the road would be put in operation, and it was within two weeks next after the date of that meeting, and it has been continuously in service ever since.

In 1893, during receivership times, Leigh S. J. Hunt was appointed Receiver of the Puget Sound Shore Railroad Company and he acted in that capacity for a short time and then turned over its assets whatever they were to the Receivers of the Northern Pacific Railroad Company; and when that company was re-incor-

porated under the name of the Northern Pacific Railway Company it absorbed the little one and it ceased to be an orphan.

The Ram's Horn right of way made trouble when after the conflagration of June 6th, 1889 the city took advantage of the opportunity for changing the grades of First Avenue and intersecting streets extending into the harbor; In litigation between the city and the Columbia and Puget Sound Railroad Company, the supreme court of the state decided in one case that the city was estopped to deny the existence of those extentions as streets, by reason of prior acts of the city in recognition thereof. Columbia and Puget Sound R. Co. v. Seattle, 6 Wash. 332; 33 Pac. 824; 34 Pac. 725.

And in a subsequent decision, the supreme court affirmed the right and power of the city government to project extentions of streets over tide-submerged land. Seattle v. Columbia and Puget Sound R. Co., 6 Wash. 379; 33 Pac. 1048.

Those decisions, in effect, sustained the right claimed by the Railroad Company to enjoin the city from raising the grades of streets, intersecting the right of way, so as to obstruct the movements of trains continuously thereon. That deprivation of power to affect railroad crossings would have been a serious handicap, which was only obviated by a compromise arrangement, for which Honorable Orange Jacobs claimed credit. As corporation counsel, he was the city's representative in litigated cases, while the above cited cases were pending, but he permitted other lawyers to make the fight for the city, and they carried on the litigation in disregard of the compromise agreement which the city had entered into. By the newspapers and popular clamor, Jacobs was censured for having approved the compromise, therefore, the court decisions, affirming the rights claimed by the Railroad Company, were his vindication. The final adjustment of grades and railroad crossings was facilitated by the use made of Railroad Avenue, a street one hundred and twenty feet wide, extending along the water front over tide-submerged land, laid out and established by the city, especially to provide for railroad access into and a way through the city.

In 1883, Daniel Hunt Gilman came to Seattle and became active in public affairs. At that time Seattle suffered from the active hostilities of the Northern Pacific Railroad officials and agents. When the Canadian Pacific Railroad was completed as a transcontinental line extending from Vancouver, B. C. eastward, Seattle merchants and business men found it advantageous to

patronize that road for transportation of freight in preference to the Northern Pacific Railroad terminating at Tacoma; water transportation being necessary for part of the service, steam-boat carriers were to a considerable extent depended upon to connect with the Railroad at Vancouver B. C. instead of a shorter distance from Seattle to Tacoma. That situation was explained to Mr. Gilman making an impression that opened to his view the opportunity for, and feasibility of,a railroad from Seattle to a direct connection with the Canadian Pacific. Mr. Gilman's capital was not in cash but in brains, and after studying the situation he took in hand the task to promote the organization and capitalizing of a corporation to build that railroad, and associated with Judge Thomas Burke, John Leary, and J. R. McDonald, he effected the organization of the Seattle, Lake Shore and Eastern Railway Company. A number of Seattle men, resenting the injustice of the Northern Pacific Company's policy of discrimination against Seattle, subscribed to the capital of the new company to the extent of their means, and having gained so much, Gilman and Judge Burke were successful in inducing Philip D. Armour of Chicago to advance the money required to start the enterprise. The road was built from Seattle to Sumas on the international boundary line with a branch extending eastward from the north end of Lake Washington to Snoqualmie Falls, and another section of railroad was built in eastern Washington, extending fifty miles west from Spokane.

How to gain access into Seattle from the north and extend the railroad track to a desirable location for a passenger depot, was one of the problems which had to be solved. Judge Burke consulted with C. H. Hanford on the subject, and together they evolved a plan to provide access for all railroads by the creation of a level street along the water front wide enough for several tracks and their plan was adopted by the City Council in Ordinance No. 804 establishing Railroad Avenue.

The middle sixty feet was intended for tracks and the eastern half of that space was granted to the Seattle, Lake Shore and Eastern Company for its right of way. The Northern Pacific refused to accept a free gift of the other thirty feet, so, very happily for Seattle, that space was available for use of the Great Northern Railway, when it came seeking an entrance to Seattle.

The Seattle, Lake Shore and Eastern Railway Company built a small building for a passenger station at the foot of Columbia street. Its rolling stock equipment included two fine locomotives

named respectively, A. A. Denny and Thomas Burke in honor of those gentlemen for all of their intelligent efforts for the upbuilding of Seattle. The new railway was operated successfully about two years, when the Northern Pacific Company gained control of it by leasing it. That was a good business stroke for the Northern Pacific Company, but in their blindness and prejudice, New York capitalists condemned it and it was made one of the specifications of mis-management charged by Brayton Ives and others in a campaign to secure proxies of stock-holders for use in changing the Board of Directors. The proxies were secured but before the time of election, the movement was forestalled by court proceedings in the United States Circuit Court for the eastern district of Wisconsin. When the newly elected Board of Directors, with Brayton Ives as President of the Company, were installed, the property and business of the company were already in the hands of the receivers appointed by that court. The local road was separated from the Northern Pacific system by the United States Circuit Court at Seattle, which appointed Thomas R. Brown and John H. Bryant receivers to take charge of it. Their good management demonstrated the wide difference between business efficiency of local management, and the blindness of absentee officials. The power of the court supplantd the Board of Directors. The receivers took the property in hand without money for working capital; they made it serve the purpose for which it was constructed in a manner highly satisfactory to travelers and shippers, notwithstanding, interference by Coxey's common-weal army and the Deb's sympathetic strike; out of its earnings they paid all expenses of operations and court expenses, including the salaries allowed by the court; they improved the roadbed by balasting and kept the equipment in repair and accumulated a surplus.

During the time of its operation as a distinct railroad, the orphan was helpful to the business interests of Seattle, although the service was very unsatisfactory; the Northern Pacific officials controlled it and they were no better than an unkind step-mother. Failing to appreciate the benefit to the transportation business, due to the expansion of Seattle business, immediately after the conflagration of June 6th, 1889, the Northern Pacific continued to discharge passengers from trains on the Ram's Horn right of way without over-head covering until subsequent to the reorganization of that company in 1896. When Mr. C. S. Mellen became President of the company, there was a radical change of policy;

the Seattle, Lake Shore and Eastern road was again annexed, and ground for a passenger station was acquired; a plan for a magnificent station was adopted, and $500,000 was appropriated to build it. The acquired site was situated west of Western Avenue between Columbia and Marion Streets. Freight warehouses were to be built north of Madison Street on property acquired for the purpose. To work out the plan it was desirable to have the extensions of Spring and Seneca Streets west of First Avenue vacated, which required action by the city council. The plan could have been worked out in a way to give Seattle the great benefit of having a magnificent terminal centrally located. But it was opposed by James J. Hill, the Great Northern Railway Company having entered the field as a competitor for business, and popular prejudice was aroused so that when Mr. Mellen presented the plan and asked the City Council to vacate those extentions of streets, the council refused to grant the request. In the discussion of the matter, prejudice against the Northern Pacific Company was appealed to, and representations were made that a depot so located would obstruct traffic along the water front preventing access to the steam-boat landings. In a political convention, a resolution was adopted containing the phrase, "There is land enough without donating streets to a railroad company," and the newspapers published interviews with citizens expressing their views for and against the scheme. One man characterized it as, "the out-rage," another said: "Give nothing to the Northern Pacific Railroad Company." Another opposed it giving as his reason that: "In the future, if I should desire to go to the water front to catch a tom cod, I might be charged more for passing over private property than the fish would be worth." By those specious arguments and misrepresentations, the City Council was influenced, so that the opportunity for securing to the city the great benefit of an ideal terminal at the best location for it, was voluntarily sacrificed. One of the most meritorious features of the scheme was in the proposed construction of freight warehouses north of Madison Street, the ground floor of which would have been on a level with the railroad tracks and wharves, and the superstructure could have been built up to a height above the level of First Avenue, so that there would have been convenience and economy in handling baggage and merchandise in two ways; what was destined for vessels could have been moved on a level from the lower part, and what was to go into the city

could have been elevated vertically to First Avenue in near proximity to the retail store district and hotels; then, the saving in expense of delivery from cars to ultimate destination would have amounted to millions of dollars annually.

For the convenience of pedestrians in passing to and from the steamboat landing at docks, an elevated way has been constructed on the south side of Marion Street west of First Avenue, making an elevated crossing over Railroad Avenue. If the passenger station had been located as proposed, convenient access thereto from First Avenue could have been provided by means of that elevated way and another on the north side of Columbia Street.

The vacation of streets desired by Mr. Mellon would not have been detrimental to the City. Spring Street west of First Avenue has a steep grade and is of little use; Seneca Street drops vertically so that passage therein from First Avenue is by means of a long stairway.

Considering what might have been, the lost opportunity amounts to a calamity.

C. H. Hanford.

## NEWSPAPERS OF WASHINGTON TERRITORY

[Continued from Volume XIV, page 29.]

### SEABECK, KITSAP COUNTY.

REBEL BATTERY, McKennett's *Pacific Coast Directory,* for 1880-1881, lists this paper with Edward Clayson as editor. No file is known to exist, but from its title and from a knowledge of the editor's vigorous personality, the copies of *Rebel Battery* would be well worth saving. In his later years he published the *Patriarch* in Seattle. He had quarreled with his son and thereafter always signed himself Edward Clayson, Senior. At the time of his death, on January 2, 1915, he was the last known survivor on the Pacific Coast of the Sweaborg bombardment of the Crimean War.

### SEATTLE, KING COUNTY.

ALASKA TIMES AND SEATTLE DISPATCH, a paper with a short but rather spectacular career. In 1868, T. G. Murphy issued the Sitka *Times* weekly in manuscript form. It contained advertisements and unimportant local items. The first printed number appeared on April 29, 1869, and the last on September 13, 1870. Owing to lack of support and to changes in the military department in Alaska the paper was removed to Seattle, October 23, 1870. (H. H. Bancroft, *Works,* Volumes XXXI., page 379, and XXXII., page 677.) The Seattle *Intelligencer,* on August 1, 1870, announced that Mr. Murphy was in the city and "informs us that he intends removing his printing material from that hyperborean region and publishing a paper in Seattle." The Seattle *Intelligencer* published numerous articles about its contemporary. On Monday, October 31, 1870, it announced: "*Alaska Times* was issued yesterday." On February 13, 1871, it published a long article saying that T. G. Murphy was severely flogged by F. Lampson for a scurrilous article printed by Murphy. Lampson was released on $100 bail, pled guilty to a charge of assault and battery, was fined $25, which the citizens of Seattle raised. On May 15, 1871, it announced that the materials of the *Alaska Times* were sold to James McNaught who held a mortgage on it. On August 7, 1871, it said that Hall & Wilson, (Ike M. Hall and W.

Wilson) who had been publishing the *Alaska Times and Seattle Dispatch* discontinued their work and turned the property back to James McNaught. On March 18, 1872, the Seattle *Intelligencer* announced that T. G. Murphy had been admitted to the bar as an attorney and counselor at law at Port Townsend on March 11, 1872.

American Continent, the Seattle *Directory* for 1884-1885 shows that M. Choir had an office in rooms 19 and 22 Yesler-Leary Building and that he was publisher of such a paper.

Call, an advertisement in the Seattle *Directory* for 1884-1885, says: "The Seattle *Daily Call.* Every day except Sundays by the Hall Publishing Company. Subscription rates: ten cents per week, delivered by carrier. Fifty cents per month or $5 per year by mail. Office: Mill Street, Rear of Postoffice. (Formerly Hanford's Job Printing Office. Hall Publishing Company (Walter A., Frederick M., and Frank L. Hall), proprietors." Edwin N. Fuller says the *Daily Call* appeared on May 5, 1885, and the weekly edition on May 9, 1885. He says a clipping from another Seattle paper announced that the daily lived sixteen days and the weekly appeared but once (*Washington Press Association Proceedings,* 1887-1890, page 83.) This statement of extreme brevity of life is an exaggeration. The paper was counted radical as it espoused vigorously the anti-Chinese issue of the day. Citizens made up a subsidy to establish a rival. (Frederic James Grant, *History of Seattle,* page 368.) See *Times.* On May 3, 1886, the *Call* was merged into a new publication. See *Press.*

Chronicle. Kirk C. Ward, on losing control of the Seattle *Post* in 1881, began at once the publication of the *Chronicle.* Associated with him were Beriah Brown, Jr., W. M. Leach and Jud R. Andrews. Clarence B. Bagley says Mr. Ward was a fluent writer and a promoter of no mean sagacity. ("Pioneer Papers of Puget Sound," in the *Quarterly of the Oregon Historical Society,* Volume IV., page 383.) The paper was started as an evening journal but was changed to a morning journal until 1884. In that year the *Chronicle* passed under the management of Thaddeus Hanford for political reasons. The paper failed and Mert Dishon was appointed receiver. Through these financial troubles the paper passed into the ownership of the legal firm of McNaught, Ferry, McNaught & Mitchell. Mr. Dishon changed the *Chronicle* back to an evening paper. S. G. Young became editor on September 20, 1884. He gave way to Frank C. Montgomery, as

editor, on February 17, 1885. (Charles Prosch and Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* pages 32 and 82.) Mr. Bagley, in the article cited above says Frank C. Montgomery was "a Bohemian from Kansas." He remained editor until the paper was merged with the *Call* forming a new publication. See *Press.*

CITIZEN, after parting with his interest in the Seattle *Journal,* Alexander Begg issued a handsome weekly paper called the *Citizen.* It was listed in the Seattle Directories for 1889 and 1890.

CITIZEN'S DISPATCH. Issued at the *Puget Sound Gazette* office and bound with that paper dated October 23, 1864. The paper is ten by three inches and contains the first telegraphic dispatch received direct. It is saved in the University of Washington Library, Bagley Collection. Mr. C. B. Bagley, speaking of Seattle's first newspaper and editor says: "But when the first telegraphic dispatch to Seattle, on October 26, 1864, brought Civil War news, the primitive newspaper office on the outpost of civilization was electrified to activity. The dispatch arrived from Portland at 4 o'clock. Portland had received it from Kansas City and Kansas City from New York. It gave the news from Chattanooga of the operations of Sherman against Hood in the Atlanta campaign. The *Gazette* did not lose any time in issuing its *Citizen's Dispatch,* giving the first published dispatch coming by wire. At 1 o'clock the day before the cannon had been fired to celebrate the completion of the Western Union Telegraph line to Seattle." (*History of Seattle,* Volume I., page 190.) In the following week Editor Watson gave his "extras" the name of *People's Telegram.* See *Puget Sound Gazette* and *People's Telegram.*

COMMERCIAL GAZETTE AND PUGET SOUND MARITIME REPORTER was listed in Polk's *Puget Sound Directory* for 1887.

COMMERCIAL HERALD, listed in 1890 as a monthly publication. (Seattle *Directory.*)

DIE PUGET SOUND POST, this German paper was reported as established in Seattle on November 5, 1883, by Schmidt & Hunter. (Edwin N. Fuller, in *Washington Press Association Proceedings,* 1887-1890, page 80.)

DIE TRIBUENE. Frederic James Grant says the paper was first issued in 1883 and "was the first paper published in the

German, or, for that matter, in any foreign language, in Seattle or Washington." (*History of Seattle,* page 370.) The Seattle *Directory,* for 1884-1885, on page 50, carries an advertisement proclaiming it the oldest German paper in the Territory and giving Phil. Schmitz as proprietor. The Seattle *Directory,* for 1885-1886, gives Rudolph Damus as proprietor and publisher. The Seattle *Directory,* for 1889, still shows the same publisher and advertises the claim that its circulation in Washington and the Northwest exceeded that of all other German papers combined. On January 17, 1915, the *Post-Intelligencer* carried a long article praising the *Daily Washington Staats-Zeitung* and Jacob Schaefer, its editor and publisher. This larger paper had absorbed *Die Tribuene.*

DISPATCH, see *Puget Sound Dispatch* and *Post-Intelligencer.*

ENTERPRISE. On August 14, 1889, Charles Prosch wrote: "Repeated efforts have been made in past years by leading members of the Democratic party to establish an organ in Seattle. On the 30th of April, 1888, these efforts culminated in the incorporation of the Enterprise Publishing Company, which straightway proceeded to disseminate the principles of the party mentioned. After a checkered career of one month, the *Enterprise* died from lack of support. Litigation for wages and material followed the suspension, and, to crown the misfortunes of the venture, the plant was destroyed by fire on Thanksgiving night." (*Washington Press Association Proceedings, 1887-1890,* page 33.)

FIN-BACK, published at varying intervals by Stewart & Ebersold. The intervals are shown by the files preserved in the University of Washington Library. In Volume I., it is a weekly from December 8, 1879, to November 29, 1880. Volume II., shows the paper as a monthly from December 25, 1880, to February 1, 1881; and as a tri-weekly from February 5, 1881, to June 28, 1881, which runs into Volume III. With the tri-weekly the publishers changed to Bowman & Austin, while Stewart & Ebersold retained the job printing office. On August 31, 1881, the paper appeared as the *Daily Evening Fin-Back,* with the label Volume III., number 123 and continued as such to Number 151, October 4, 1881. In the intial number it was claimed that "1000 copies circulated up and down the Sound free of charge." Another announcement was: "Published for the instruction and amusement of its readers. Devoted to the interests of the world at large and Seattle in particular."

GAZETTE, see *Puget Sound Gazette.*

HERALD. "The evening Herald was first issued on July 5, 1882, by a company consisting of W. G. C. Pitt, T. H. Bates, and Thaddeus Hanford. It was printed with the material of the old *Pacific Tribune.* (H. H. Bancroft, *Works,* Volume XXXI., page 379.) The Seattle *Directory,* for 1882, carries a full-page advertisement calling the *Daily Herald* the "People's Paper", "Bold and Fearless", "Enterprising and Truthful". By mail, the price was $6 the year. On September 19, 1884, the paper explained its suspension for a single issue owing to financial troubles. "It died on October 8, 1884, from lack of resources." (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 83.)

ILLUSTRATED BUDGET, was started a few weeks before the great Seattle fire of June 6, 1889. The editor and proprietor was Samuel R. Frazier, a former Pittsburg newspaper man. His paper was steadily increasing in favor until the fire checked its course. Mr. Frazier accepted the position of editor of the *Press* and his *Budget* was disposed of and soon ceased publication.

INTELLIGENCER, first appeared on August 5, 1867, as a weekly, neutral in politics, with S. L. Maxwell, as publisher. Beginning on August 9, 1870, the *Intelligencer,* continuing its weekly edition at $4 a year, published also a tri-weekly on Tuesday, Thursday and Saturday of each week at $8 a year. In September a daily issue was begun but about February 4, 1871, all issues were discontinued except the weekly. (H. H. Bancroft, *Works,* Volume XXXI., page 379, and inspection of files by Victor J. Farrar.) On August 9, 1873, and on September 5, 1874, Mr. Maxwell advertises in his own paper and offers to sell out on account of sickness in his family. L. M. McKenney, of San Francisco, in his *Pacific Coast Directory,* for 1878, listed the *Intelligencer* as a daily and weekly with Higgins & Hanford as publishers. In 1878, the *Intelligencer* absorbed two other papers, the *Pacific Tribune* which had begun its existence in Olympia in 1863 and moved to Tacoma and later to Seattle before its absorption by the *Intelligencer*; the other, the *Puget Sound Dispatch,* which had been established in 1871 by Col. C. H. Larrabee and Beriah Brown. See *Pacific Tribune* under Olympia, Tacoma and Seattle, and *Puget Sound Dispatch.* After this amalgamation, the *Intelligencer* continued. *The Pacific Coast Directory,* for 1880-1881, lists it with Prosch & Crawford, as proprietors. This firm was composed of Thomas W. Prosch and Samuel Leroy Crawford. They had

acquired the *Intelligencer* in 1879, after Mr. Prosch had ceased to be postmaster of Seattle. On October 1, 1881, the *Intelligencer* was merged with the *Post.* See *Post-Intelligencer.* The Seattle Public Library has incomplete files beginning with Volume I., Number 1, August 5, 1867 and extending to June 3, 1876. The University of Washington Library has the weekly issues from Volume I., Number 1, to Volume VI., Number 52, August 2, 1873, and another volume containing the issues from August 9, 1873 to July 31, 1875. The same library has a file of the *Tri-Weekly Intelligencer* from Volume I., Number 1, August 9, 1870, to Number 77, February 4, 1871. This form of the paper was discontinued at the end of six months.

JOURNAL. Charles Prosch and Edwin N. Fuller have saved the information that, in 1888, Alexander Begg, Edmond S. Meany and David B. Murray established in Seattle the *Daily Trade Journal.* Mr. Prosch says: "As its name indicated, it was designed strictly as a commercial paper, and for some weeks was devoted exclusively to market reports, stock quotations, etc. By degrees its sphere was enlarged, until finally it contained daily an epitome of passing events, local and general, in addition to commercial matters." (*Washington Press Association Proceedings, 1887-1890,* pages 34, 86.) In 1889, the paper passed into the hands of a company which included such well known men as Judge Thomas Burke, John Collins and D. E. Durie. The word "Trade" was dropped from the title and it became the *Journal,* a morning paper with Democratic leanings. The Seattle *Directory,* for 1889, announces E. W. S. Tingle, as editor, Charles S. Painter, as Business Manager. The paper was delivered by carriers at seventy-five cents a month and was sent by mail at six dollars a year. The paper survived the great fire of June 6, 1889, and passed on for a short time into the early days of statehood.

LEADER, established in the very year of statehood this paper flourished for a few years as the only temperance publication in Washington. Its first isue is given by Edwin N. Fuller as of April 11, 1889. (*Washington Press Association Proceedings, 1887-1890,* page 88.) An incomplete file, embracing parts of Volumes I., and II., is preserved in the University of Washington Library. The issue for August 1, 1889, shows the following officers: President, Everett Smith; Secretary, H. E. Kelsey; Treasurer, John B. Denny; those and A. Macready and F. H.

Terry constituted the Board of Directors. Jonas Bushell was Manager.

MIRROR, about six years before the appearance of the *Leader*, another temperance paper was attempted in Seattle, under the name of *Mirror*. Edwin N. Fuller says the last issue was Volume I., Number 45, bearing the date of September 14, 1884. (*Washington Press Association Proceedings, 1887-1890*, page 83.) This would place the first issue at November 11, 1883.

NORDVEST KUSTEN, in the *Seattle City and King County Directory*, for 1885-1886, page, 38, an advertisement says that such a paper is published "at the foot of Columbia Street opposite the bay." It was to appear twice a month at $1.20 per year. Frans Lager was given as the publisher, though on page 108 his name was spelled Lagerof.

NORTH PACIFIC RURAL, Benson L. Northrup, a veteran of the Civil War, arrived in Seattle with his family on September 11, 1875, and on the next Monday morning he went to work as foreman in the *Intelligencer* office. In 1876, he rented from the publisher of that paper the job printing department. Among other works turned out from that office was Seattle's first *Business Directory*. It carries on the little page the date 1876, with the line: "Comprising a history of the first settlement, after development and present population and business of the City." It was compiled by Kirk C. Ward and published by B. L. Northrup who was credited with the printing. From this same office Mr. Northrup also published the *North Pacific Rural*, a monthly agricultural paper. Mr. Charles Prosch says it obtained some circulation in the country and became the nucleus of a new daily. (*Washington Press Association Proceedings, 1887-1890*, page 31.) On November 15, 1878, Mr. Northrup formed a partnership with Kirk C. Ward, who had helped him with the *Directory*, and on that date merged his agricultural paper into the new daily which took the name of *Post*. See Seattle *Post* and *Post-Intelligencer*.

NORTH SEATTLE ADVOCATE, the Seattle *Directories*, for 1888 and 1889, show this paper as being published by H. Leland & Co. An advertisement in 1889 shows the company to consist of Henry Leland and John J. Knoff. They sought job printing of every description and gave their address as "2317 Front Street."

NORTHERN LIGHT, this name appears at least three times in

the Territory of Washington, in Bellingham, Port Townsend and Seattle. In the case of Seattle, the name appears merely in an announcement in the Olympia *Pioneer and Democrat* for February 8, 1861: "Mr. Daniel Dodge proposes to commence a newspaper at Seattle, W. T., about the first of May. Terms $3 in advance. Mr. Dodge's paper will be called the *Northern Light.*"

NORTHWEST TRADE REVIEW, listed as a semi-monthly by the Seattle *Directory,* for 1890.

OBSERVER, listed as a weekly in the Seattle *Directory,* for 1890.

PACIFIC TRIBUNE, established in Olympia in 1863 by R. H. Hewitt and passed into the control of Charles Prosch and his son Thomas W. Prosch, who, in August, 1873, moved the paper to Tacoma. On June 15, 1875, the paper, under the same name, with Thomas W. Prosch as publisher made its first appearance as a Seattle publication. The moving was chronicled by the Seattle *Intelligencer,* on June 19, 1875. The first Seattle *Directory,* 1876, carries a full-page advertisement for the *Pacific Tribune,* daily and weekly. The price was $10 for the daily and $3 for the weekly. Job printing was solicited and Thomas W. Prosch was publisher. Edward A. Turner, a native of Maine, came to Seattle in 1875. He became editor of the *Pacific Tribune* for a short time. In 1878, Thomas W. Prosch became postmaster of Seattle and in that same year the *Pacific Tribune* was purchased by Thaddeus Hanford and merged into the *Intelligencer.* (Charles Prosch in *Washington Press Association Proceedings, 1887-1890,* pages 31-33.) See same title under Olympia and Tacoma and also see *Post-Intelligencer.* Incomplete files of the Pacific Tribune are in the University of Washington Library.

## MEMORIES OF WHITE SALMON AND ITS PIONEERS

The beginnings of history are like the sources of some mighty river, hidden and obscure. First, the individual, then the family, the community, the State, the Nation, ever increasing and becoming more powerful for good or evil, but ever partaking in large measure of the spirit and character of its founders.

The little stream is hidden in the mighty river: "Men may come and men may go" but the "Brook" goes on forever. The Pioneers lived, labored and endured, and then went to their well-earned rest, yet how few of them have left for us the record of their lives, other than in the communities where they lived and the states which they founded. It is well for us who remain, who knew these men and women, to put on record what we know of them. There is yet a great deal of interesting unwritten history.

In the fall of 1852, Erastus S. Joslyn arrived at Portland from Massachusetts. With him same his wife, Mrs. Mary L. (Warner) Joslyn, and a young school teacher, Miss Abigail Clark, who taught for some years in Portland and Oregon City schools, and later became the wife of Byron P. Cardwell. They came *via* the Isthmus route, which in those days was something of an adventure itself.

Seth Warner, Jr., a brother of Mrs. Joslyn, had preceded them, but he died I think, before they arrived,—at any rate, it was a sore disappointment and grief to them. Seth Warner, Jr., is buried in Lone Fir Cemetery, Portland. His age was 33 years.

Mr. Joslyn's work hitherto had mostly been in factory or shop; he had had little chance to obtain an education, but both himself and wife were young and hopeful, courageous and ambitious, but with very limted means; they had a good endowment of honesty, industry and common sense, and the great expanse of the Inland Empire beyond The Dalles was theirs to choose from. By the advice and assistance of friends, they decided in March, 1853, to go there and engage in raising cattle and dairying.

With a stock of provisions and seed for their first year, they went by the little river steamer to the Lower Cascades, where everything had to be transferred to the "Upper Landing," with much risk and hard labor. This accomplished, their provisions were loaded upon a flat-boat for The Dalles. Then came long days of waiting for favorable winds. Their cook stove, set up on

deck, under an awning, did double duty for them and another family less fortunate than themselves. Mrs. Joslyn tells of "sharing their potatoes which had cost them three cents a pound, with them", and of "feeding one man who had narrowly escaped drowning in crossing 'Dog River'." Finally, after a long struggle with adverse winds they reached The Dalles,—three weeks from Portland. The first night they slept in a warehouse,—or tried to, but the wind was so tempestuous that they almost feared for their lives. On their way up they had seen something of White Salmon and soon determined to return and locate there.

White Salmon is twenty miles west of The Dalles, on the north side of the Columbia, and the same distance east from the Cascades. At that time the Indians held undisputed possession. The scenery there is unrivalled anywhere else along the Columbia, and its climate different; it being where in summer the rain and the sunshine meet, and in winter the warm "Chinook" and the cold "Walla Walla' winds wage their fiercest battles.

The meadows and arable land here extend for about four miles east and west along the Columbia, varying in width from a few rods at each end, to one-half mile, or even more, at the widest part. A short distance from the "Upper Landing" is a small lake, covering five or six acres. In the early days there were many groves of willows and cottonwood trees, and the open meadows covered with a heavy growth of native grass, the meadow foxtail. In extreme high water much of the lower land was flooded in June and July. It is not strange that the Indians loved their home.

Mr. Joslyn's ideals were high, and he dealt squarely and honestly with white man and Indian alike. He first called in their chief men and bought his land outright, paying them in blankets, flour, cloth and "hyas ictas," "many things dear to their childish fancy". Some of the Indians were good workers and soon found it for their interest to help in improving the claim. So, everafter, the Indians recognized Mr. Joslyn's title to the land, and with a few exceptions remained friendly and loyal during the Indian troubles of 1855 and '56, when the murderous Yakimas drove them from their home and burned their house and barn.

Mr. Joslyn chose for the site of his home, a sheltered spot about one mile west of the present "Upper Landing"; well above high water mark. Here, a short distance to the north, a beautiful stream of pure soft water came foaming down a defile

in the rocky bluff. It is now known as Jewett Creek. At the base of these cliffs in those days was a grove of giant pine trees. This was an ideal shelter for cattle in winter, and the stream gave a never failing supply of pure water at house and barn. In later years these pine trees were cut and a peach orchard planted there.

At that time there were a great many magnificent oak trees here, giving shade for house, barns and corrals.

A little northwest of this place, the cliffs give place to hills up which now winds the road to the present city of White Salmon.

East and north of the Joslyn claim of three hundred and twenty acres is a strip of gravelly soil, which includes the present town of Bingen, the White Salmon railroad station, and the huge warehouses of the orchardists of White Salmon. Recently, it has been found that there is an abundant supply of water underlaying this land, at no great depth.

The second white settler at White Salmon was Reverend E. P. Roberts, who came there in 1862 from The Dalles. Mr. Roberts had been a missionary in the South Sea Islands. He occupied the old "block house" at the "Middle Landing" for a time, bought land above Mr. Joslyn's place, and built upon the place later owned by J. R. Warner, a brother of Mrs. Joslyn. A. S. Roberts, of The Dalles, is a son of this pioneer, and was born at White Salmon in 1862.

The extreme western end of the settlement was owned in 1868 by C. J. and G. H. Palmer, brothers, and relatives by marriage to the Bradfords, pioneer transportation men at the Cascades. The Palmer brothers were bachelors, born in Indiana. Both of them took part in the historic defense of Bradford's store in 1856. C. J. Palmer had a small, but excellent apple orchard in bearing in 1868. He became quite helpless in his later years, and was cared for by J. P. Egan and wife, who came to White Salmon in 1880 and to whom he gave his property. Mr. Egan is still living at White Salmon, past 80 years of age—an honest and honorable man, who has served as mayor of White Salmon and county commissioner of Klickitat County. He was born in Australia in 1843.

James R. Warner and his wife Cynthia E. Warner came from Sunderland, Massachusetts, soon after the Civil War. With Mr. and Mrs. Warner came a brother of Mrs. Warner, D. D. Clarke, who afterwards was a well-known civil engineer, and builder of Portland's unrivaled water system. Mr. Clarke died

at Portland, March 2, 1923. Mr. Warner had been a soldier in the Civil War. He soon went into partnership with William Willets, upon the place formerly owned by Reverend E. P. Roberts, and engaged in dairying and stock raising. Mr. Warner was also a maker of good brooms, having learned the trade in Massachusetts. Old residents of The Dalles can vouch for their quality.

Mr. Warner was the first postmaster of White Salmon. The postoffice was established there about 1870 or 1871, and was the third, I think, in Klickitat county; the others being at Rockland, now Grand Dalles, and Block House. In 1868 and 1869 White Salmon was in Skamania County, and mail for White Salmon came to Hood River by steamer weekly, on Saturdays. Mr. Nathaniel Coe, was the postmaster. He died on October 17, 1868, and his son, Charles Coe, succeeded him. The combined weekly mail in those days, for both places, could easily have been carried in two apple boxes.

Mr. William Willets was a western man, a widower, who came to Oregon about 1866, and was about twenty-eight years of age at the time. He and his young wife and infant son were living in southeastern Kansas at the time of the invasion of the State by the pro-slavery men from Missouri. They were often compelled to hide out in their corn field at night for safety. His wife died there, and he left his boy with friends and came to Oregon, after having served some months in the Union army.

For several years Warner and Willets were partners on the ranch. In the spring of 1874 the partnership was dissolved and the land and stock divided. Mr. Willets built upon his own land. On June 28, 1874, he died; no one knows how it happened. He was found in his own yard, a bullet wound in his head, and a revolver in his right hand; stories of accident, suicide and even murder, were rife, but the truth will never be known here. Those who were nearest to his heart, who knew him best, and loved him most, of whom the writer is almost the only survivor, can only believe that it was accidental. He was a peaceable, honest, industrious man and respected by all who knew him.

I was not at White Salmon at the time of his burial, which was upon his own land, not far from the place where he died, now owned by Mr. J. A. Henderson. There was no cemetery at White Salmon in those days. In course of time, the wooden fence and headboard that marked the grave rotted away, Mr. Warner and wife died, and Japanese renters plowed over the grave, not even knowing of its existence. Then, Mrs. Lulu D. Crandall of

The Dalles, who remembered Mr. Willets, A. H. Jewett, and Mr. Henderson, became interested in tracing and verifying his Civil War record, and removing the remains to the cemetery near the Congregational Church. After much correspondence it was found that William Willets enlisted in Company D, 6th Kansas Cavalry, August 10, 1861, and was discharged as Sergeant on May 7, 1862, age 24 years, birthplace, Oakland, Michigan. After much labor, Mr. Henderson located the old grave. On Saturday, October 14, 1922, the remains were removed to the little Pioneer Cemetery near the Congregational Church. The next day, Sunday, October 15, 1922, after the morning service at the church close by, a memorial service was held at the grave. The Reverend Mr. Stillman offered prayer. It was the privilege of the writer to prepare and read a short sketch of Mr. Willet's life. Mrs. A. N. Jewett, who came to White Salmon only a few months after his death, placed flowers upon the grave. Mr. A. S. Roberts and Mrs. Roberts, and Mrs. Lulu D. Crandall, were there from The Dalles. The spot was marked with an iron marker brought by the latter. So, after resting for forty-eight years in a lonely and well-nigh forgotten grave, a just, but too long delayed tribute of respect was paid to the memory of an honest man, a good citizen, and a brave soldier of the Civil War.

During the Indian troubles of 1855-1856, the Joslyns lived near Forest Grove. Their place was used by the United States Government as a base of supplies for the Yakima Indian Reservation. A block house was built, and a few soldiers left there. In 1859, they returned to their claim. The eastern Oregon country was filling up rapidly. The Idaho mines attracted thousands. The Dalles became an important business point, and a fine market. I recall that Mr. Joslyn told me that he "once took a few baskets of peaches there with him, which he sold for $100," and his dairy was as good as a gold mine. They prospered in their business, but White Salmon and Hood River gained but little in population until about 1871 and 1872. In 1866, Mr. Joslyn became interested with others in woolen mills at The Dalles, and rented his farm for three years to Mr. E. S. Tanner of Forest Grove, Oregon. He left a number of cows on the farm and Mr. Tanner bought more. His plan was to "make all the butter and cheese he could, and raise all the calves he could". I arrived at Portland in April, 1868, one of the greenest of tenderfeet, but I had seen cows before and knew some of their tricks, and a few weeks later—some time in May—I went to work for Mr.

Tanner and remained with him until July, 1859; and later on, in the summers of 1871 and 1873, I was with him, after he removed to the Ahtanum Valley in Yakima county. But that is another story.

Mr. Tanner was born in Litchfield County, Connecticut in 1815. I came from Hartford County, same state. He had emigrated to Illinois in, or about, 1836 or 1837, and lived at Waverley and Springfield, had been a personal friend of Abraham Lincoln, and shared in full measure Lincoln't hatred of slavery.

A younger brother, Edward A. Tanner, came to Illinois; later he attended Illinois College, came to Forest Grove in 1866 or 1867 to teach in the College there, but soon returned to Illinois and afterwards became president of Illinois College. But I must remember that I am supposed to be writing history not biography; yet is has been said that "biography is history, teaching by example". Surely the life and character of Elisha S. Tanner was an example worthy of imitation. When in August, 1881, he was drowned in the Nachess River, I recall the words written to Mr. Warner by Mr. Z. F. Moody: "He was of the salt of the Earth".

When I first arrived at White Salmon, the June flood was slowly creeping over the meadows, and the hills beginning to turn brown and dry. Of course, this cut short the flow of milk. Two years before Mr. Tanner had taken the dairy cows to greener pastures near White Salmon Falls, twelve miles north—now Husum. There he built a log cabin 14x14, and camped for a time with his family. He also, in order to separate the young calves from their mothers during the day, bridged the White Salmon by falling a big pine across it, then flattened the top, built side rails and gates at each end. The calves were easily trained to march in single file over this "first" bridge to span the river.

The next year, 1867, he decided to go further on to Camas Prairie, twenty-four miles from the Columbia, a lovely valley some twelve miles long and from one mile to four miles wide, and a favorite summer playground of the Reservation Indians. There had been no attempt at occupation by white man. No house, no fence, and no white man had yet spent a winter there. The Indians told of deep snows and terrible storms—to discourage settlers from coming, although the elevation was only 1400 feet above sea level. About half way down the valley, near the south

side, at the foot of the mountain, was a wonderful spring of the coldest, purest water. Here, in 1867, Mr. Tanner built a log cabin 16x24 also a spring-house and corrals; and there in the summers of 1868 and 1869 we tended the stock, and made some thousands of pounds of butter in the old fashioned way. There were no cream separators then. The rise of the Columbia that year was not excessive and Mr. Tanner remained much of the time at White Salmon to attend to the haying and harvesting. Mrs. Tanner and her two girls, Emma and Alice, were efficient helpers and supervised the butter making. Joe Williams, 18, and myself, 23 years old, were herders, milkers, and general "men of all work". In addition a Dalles school boy of about thirteen, on vacation, was with us for some weeks in 1868. His father afterwards was governor of Oregon and thirty years later the young "calf wrestler" became a congressman at Washington, D.C. I doubt his getting any more fun out of the latter job than he did from the former.

On the Fourth of July we had a novel flag-raising, possibly the first on that prairie, and certainly Old Glory has not since floated in that valley from a loftier or more substantial "staff".

Near the corrals stood a giant pine tree. Its lower branches were about twenty feet from the ground. I first threw a rope over the lower one, then putting the flag (a small one) in my pocket, and tying a small straight stick to my belt, I managed to reach the lower limb; from there it was not difficult to climb to the very top, where I fastened the little flag to its staff, and this to the tree. "All day long, that free flag tossed", but not, "Over the heads of a rebel host"; and at nightfall I climbed that tree again and "lowered the Colors". I wish I owned that little flag now, that I might give it to the keeping of the Pioneers of Western Klickitat County.

I have not space to tell all I would like of that memorable summer's experiences; of those hundreds of Indians, with their thousands of horses; their wierd songs and dances, their funerals and religious rites; of their desire to trade for cloth, sugar, flour and a hundred other "iktas" (things); their passion for gambling, and horse racing. All this, along with the, to me, uncouth Indian and Chinook language, was a new experience, as was also the free open air life, the cooking over a camp fire, and sleeping out under the stars at night on account of the musquitos.

Mr. and Mrs. A. H. Jewett are now, I think, the oldest pioneers of White Salmon now living there from the standpoint of

permanent residence. Certainly, no others have done more to develop the country in a home building and attractive way. They came in August, 1874, and know from experience the toil and privations of the first settlers "on the hill".

Their present home, "The Jewett Farm", was a "haven of rest" to many a tired city man and woman for many years.

At first, the Jewetts engaged in fruit growing and the nursery business; but increasing years have compelled them to give up both that and the "Summer Resort" once so popular. Mr. Jewett was born in 1845, is a member of the G.A.R., having served when quite young in the 133rd Illinois Infantry, and later in the 153rd Infantry from the same state. Mr. and Mrs. Jewett have given freely for the upbuilding of church and school, and he has served many terms as mayor of the City.

John Purser and wife, Mary (Swan) Purser, came to White Salmon in 1876. Both were born in England. They were the first to take up land northwest of the City. Both are now living at Everett, Washington. They were my nearest neighbors and best friends.

J. B. Turner, a bachelor, came in 1876, and settled by a spring near "Cooks Addition"; he is now dead.

John Perry settled about 1871 on the mountain north of White Salmon. He is yet alive, I think. His wife was a daughter of Mr. Crate, whose name is given to Crate's Point.

J. W. Overbaugh and Howard Cook came in 1878, and filed on railroad land west of the city, overlooking the Columbia. Cook's claim also included the land on which was afterwards built the summer resort known as "The Eyrie". Near there Mr. Cook planted one of the first commercial apple orchards. Both of these early settlers are now dead.

In December, 1877, the writer made a homestead entry in section 24, 80 acres, west of and joining the claim of John Purser. The land sloped west and north from the "Bald Hill" and was covered with oak and pine timber and dense undergrowth of small fir and brush. It was sold in 1889, and is now owned by Mr. Balsinger. I lived there eight years.

In 1878, the present site of the city of White Salmon, west of Mr. Jewett, was unclaimed, except a small log cabin near the spring, west of the present postoffice, where a man by name of Charles Cruver, had his home. He was an odd character, a skillful hunter, good natured, indolent, nothing specially bad about him, yet he was known always as "Cultus Charlie". He

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had an Indian wife afterwards. He is now dead. He sold his right to the spring and moved on. Herman Hansen and Manuel Larsen, Norwegians, bought it. The same year, Jacob E. Jacobson and R. B. Hansen came, also Norwegians. Jacobson lived just north of the school buildings, and Hansen, half way from the Congregational Church to the present postoffice corner. They owned most of the future townsite and were good neighbors and citizens. R. B. Hansen died about 1884, I think. Jacobson is still living near Woodland, Washington.

A. F. Giddings and family came from California a year or two later and bought the Herman Hansen place, which he soon sold to Jacob Hunsaker, an enterprising man, son of an Oregon pioneer of 1845. Mr. Hunsaker improved the place greatly and opened a general store; was postmaster also county commissioner and the first senator elected from Klickitat County to the first State Legislature. He removed to Everett, Washington, where he died a few years since.

The R. B. Hansen place was sold to R. D. Cameron, who came from Nevada, and invested largely in land beyond the Falls. Mr. Cameron built the first saw mill on the White Salmon River, not far from where the big power station is now. I believe he is now living in Portland.

William H. Henderson was born in Iowa in 1855, came to White Salmon on March 26, 1879, married Miss Minnie Waters, a sister of Mrs. A. H. Jewett. She taught the first school on Camas Prairie in 1879. Both now reside at White Salmon.

Mr. and Mrs. J. O. Shaw came November 12, 1879, from Redwood City, California. Mr. Shaw was a Forty-niner, born in Maine. Mrs. Shaw was a native of California. They settled first on Camas Prairie, and engaged in dairying, along with H. D. Cole, who came with them. Mr. Shaw was the first settler at Glenwood, where he built a saw mill. Mr. Cole is living (1923) on the old J. R. Warner place. Mr. Shaw died some years since. Mrs. Shaw resides at White Salmon. She was for eight years the secretary of the Western Klickitat Pioneer Association. Her daughter, Luella B. Shaw, was the first white child born of pioneer parents, on Camas Prairie, in February 1881. She married John Wyers of White Salmon, and their son, Tunis J. Wyers, born in June, 1901, is the first of the third generation of Prairie pioneers.

There was another man by the name of Cole, whose initials

I do not recall, who was an early settler there, and a justice of the peace.

Joseph Devine and George Watson, trappers, were the first white men to winter there (winter '72 and '73, I think it was). Devine had the cabin built by Mr. Tanner. Watson settled on Panni-kin-nick Prairie, as did also the Bertschi Brothers.

Stephen Whitcome was the first postmaster. The office was called Fulda.

Leonard Stump and Jacob Kline, his wife's father, came from Sauvies Island at about that time, bringing a lot of cows. Stump built an immense barn, 200 feet long, entirely of poles and split shakes. He was a noted hunter, and was accidently killed some years later while hunting. Noah Chapman was a neighbor of Stump, near the upper end of the Valley, a very energetic man, was justice of the peace and a county commissioner, born in Connecticut, and died in 1892. His wife was a colored woman, a splendid nurse, and one of the best women in the Valley. She died in 1899. Her son and daughter are now living at White Salmon.

Among the earliest settlers at Camas, were R. J. Peales and family, who later moved to Hood River, and Peter Conboy, whose son Peter, is now president of the Western Klickitat Pioneer Association, also came among the first.

I cannot name those who came later, for lack of space.

William Gilmer and family settled on Gilmer Prairie in 1872. His son, George, was postmaster at Gilmer for twenty years.

At "The Falls" (Husum) Matt. Wilkins was postmaster, and Martin Thompson built a small flouring mill and electric light plant for White Salmon.

The first school at White Salmon was taught in 1879 or 1880, in a little shanty at the foot of the hill above Bingen, on the right hand going to White Salmon, by a Mr. Levison, a German. The next teacher was Miss Hattie Eaton of Oswego, Oregon, a sister of the writer's wife, who taught in 1882 and 1883; first, at the same place, and for one term in the new Congregational Church, which was used as a school room. The church was built in 1880, organized in 1879 by Reverend George H. Atkinson. The service was at Mr. Jewett's. Mr. J. R. Warner was the first Deacon and the writer the first church clerk. The site was chosen by Reverend Dr. Atkinson, partly because of its beautiful situation, and also because his prophetic vision was looking far forward to future

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Among the earliest settlers at Gilmer, were R. L. Beatie and family, who later moved to Hood River, and Steve Goldsby, whose son Peter, is now president of the Western Klickitat Pioneer Association, also came among the first.

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years. Before the building was erected open air services were held by Reverend Atkinson under the shade of the oaks.

The work of building was mostly voluntary, and the money came from many unexpected sources. Two years later a bell was given us by a dear old lady in New York who had heard about us, and a belfry added to the building. When it was in place and for the first time rang out its call to worship, there was no church at Hood River, and it was the first church bell to sound along the Columbia, between Vancouver and The Dalles. Reverend Horace S. Lyman was the first pastor, in 1882-1883; a son of the old pioneer home missionary, Horace Lyman, Sr., and fresh from study at Oberlin, Ohio.

In the spring of 1884, Frederic H. Balch was living at Lyle, and having decided to be a preacher he held several services here. We little knew of the fame that awaited him in future years, as the author of "The Bridge of the Gods," but his sincerity and earnestness impressed us, and his genial ways won our hearts. In 1886, he was ordained in the White Salmon church at a conference of the Mid-Columbia Association. He preached here and there, at Glenwood, Underwood, Hood River, White Salmon and Lyle; ever welcome, and gaining new friends. He went to Berkeley to study a while—his mind busy with his book—but his frail constitution could not stand the strain, and he came home to die of tuberculosis in a Portland hospital at the age of thirty years. He sleeps among "The Hills of Lyle" amid the scenes he loved so well. I am glad that I knew him.

I want to write a little of my first winter at White Salmon with Mr. Tanner, 1868-1869. At Thanksgiving time there was a notable company of "Yankees" at the feast. "Auntie Coe," whose husband had died the October previous, and some of her family had been invited. I recall her quoting Genesis 24-27—please look it up yourself—and of thinking it was quite timely; Mr. and Mrs. Joslyn, Mr. and Mrs. Warner and Mr. Willets were there; and Mrs. Tanner and the girls had cooked Thanksgiving dinners before, but never a better one.

There would be no butter making in winter, and the Tanner girls and Joe Williams were to attend school at Forest Grove, Mrs. Tanner going with them as housekeeper. This reduced the white population of White Salmon to four persons, as Mr. Willets was going to Portland and the Palmers were away. Mr. Tanner, Mr. Warner and myself, without a dissenting vote, named Mrs. Warner "the belle of White Salmon," and most graciously

she filled the position. I was chief cook and housekeeper for Mr. Tanner, but we were often found with "our feet under Mrs. Warner's table" at meal time.

The winter was quite mild, 18 degrees above zero being the minimum temperature. We had one hundred and seventy-five head of cattle and thirty horses to feed; not much snow, fed only about twenty-five days all winter. Spring came early; in March, Mr. Joslyn returned and took charge of the place when the lease expired. The cows and other cattle were divided according to previous agreement. Mr. Tanner reserved a small band of his best cows and sold all his remaining stock to William Cornell of Rockland, whither we drove them a few weeks later, a memorable trip of two days over "the roughest trail in the Northwest," as Mr. Cornell termed it. He ought to know, for he had driven cattle for years, to Caribou, and the mining camps of Idaho.

With the cattle disposed of, Mr. Tanner went to Forest Grove for his family, only to face a great sorrow. Emma, the older daughter, a lovely girl, was stricken with fever and died there. On Easter Sunday he wrote me the sad news, and I have treasured his words of faith and hope in my heart of hearts these many years.

The early summer of 1869 was spent at the Prairie, much like the previous one, but in July I started for Connecticut, returning again to White Salmon in April, 1871. Meantime, the Tanners had moved to the Atahnam Valley, Yakima County. I worked for him there that summer and came back and worked for Mr. Joslyn, the winter of 1871 and 1872, and came to know him more intimately. We had a long siege of snowy weather; for two and one-half months snow averaged about two feet in depth; the river was frozen, and boats could not run for one period of seven weeks and one of about ten days. No communication with the world outside; not a letter or a newspaper for seven weeks; no telephone, no wireless, no railroad then; nothing but to wait patiently as we could for a change. Mr. L. F. Moody was in Portland, ice-bound. With great difficulty he managed to make his way home to The Dalles. Finally we got an Indian to go to The Dalles for our letters and a few papers, paying him five dollars. He returned after two days; and a week later, one morning, we heard the welcome sound of the steamboat whistle.

It was during that winter that a little boy was born in a log cabin on the place afterwards owned by Mr. Swan, northwest of Mr. Purser's. Mr. and Mrs. Joslyn and the Warners had no chil-

dren of their own, and I suppose this boy was the first white child born at White Salmon since 1862, when Hon. A. S. Roberts came upon the scene of action.

Early in January, I became crippled by cutting my foot with an axe. Mr. Joslyn proved himself a fairly good surgeon, putting seven stitches in the wound, and better still, they were all so kind to me during the five weeks I hobbled about on crutches that I have ever felt grateful for it.

There were seven in the family: Mr. and Mrs. Joslyn, a half-Indian girl of 13 whom Mrs. Joslyn had raised; Jimmy Cogswell, a little older; Miss Annie Tuck, a niece of Mrs. Joslyn—she was an accomplished singer and player on the organ; Mr. Allison and myself. Allison was a good bass singer, and he helped wonderfully in the music, and enjoyed it. Many a good book was read aloud in the cosy sitting room that stormy winter, Whittier's "Snow-Bound" being one, and Dana's "Two Years Before the Mast" was another. Would there were more such homes in our land today!

In 1877 and 1878, a number of German families arrived. Some settled on the west side of the White Salmon River, between Husum and Trout Lake; some at Fulda, as the Camas Prairie postoffice was called. Mr. Joslyn sold his farm to men by name of Suksdorf, from Iowa. There was a large family of sons besides the old father and mother. After a few years the latter died, on the same day, I believe; they were both buried the same time. They were the founders of Bingen; also had land at Fulda. Detlef Suksdorf was the eldest and was postmaster for some time; William was a botanist, at one time in Government employ at Washington, D. C.; Henry was an attorney in Portland; Charles and Frederic were farmers and dairymen. The latter went to the Palouse country. Theodore and Philip complete the number. Theodore now resides at Bingen. Philip, I think, is dead.

I fear that I am making my story too long. I would like to write more of the Indians, who were a never failing source of interest to me. I will only name a few. "Old Jack," their religious leader, died of consumption and was succeeded by "Queemps," who was the personification of dignity itself. "Snattaps," his brother, was the comedian of the bank, a regular buffoon. He was my best instructor in the study of Chinook. His failing was gambling. I think he was about sixty when he died. Old "Jacob Hunt" was quite lame. He died at the age of 112. "Yallup" and

"Johnson" were brothers, and "Christian Indians", and always to be trusted. Once a cavilling white man asked the latter: "Johnson, where do you think you will go when you die?" to which Johnson replied, quick as a flash: "Chee nika memaloose, chee nika kumtux." ("As soon as I die, so soon I know.") Could any theologian have given a better answer? The last time I saw "Yallup," I found him alone with his little grandchild, about six years old. He was over seventy years of age, blind, crippled by rheumatism, crouching over the fire in a log cabin. It was winter. He could not see me, but when I told him who I was, the tears of joy ran down his withered cheeks, as he talked of Mr. Joslyn and Mr. Warner, and of his Christian hope. Poor old "Yallup"! No, not poor, but richer than many a millionaire. I hope to meet him again in the better world.

As I have said before, those first settlers at White Salmon had high ideals and nobly did they live up to them. In religion, in civic affairs, in education; they were foremost, and their influence goes on forever.

Both Mr. Joslyn and Mr. Tanner were intimate friends of Reverend Cushing Eells and Reverend Elkanah Walker; and it is worthy of note that all four of them were upon the first Board of Trustees of Whitman College.

Mr. Joslyn represented Klickitat County in the Legislature Council of Washington Territory, and Mr. Tanner was a member of the House from Washington County, Oregon, one term.

Mr. Joslyn and wife were charter members of the First Congregational Church at The Dalles in 1859; and it was through the efforts of Mr. Tanner and a few others that a church of fourteen members was organized at Ahtannum, Yakima County, Washington, in 1873. This latter was the fourth Congregational church organized in Washington Territory. There are now more than two hundred of them.

Of this last church the writer was a charter member. A daughter of E. S. Tanner, Mrs. Alice Tanner Vivian, was the organist upon that occasion, and she is still living at Yakima, Washington.

I fear this rambling and somewhat garrulous and personal narrative will hardly pass as history. It has been written almost entirely from memory, and I cannot vouch for the entire accuracy of some of the dates given. It has been a pleasure to me to recall these memories of the friends of years long gone. It may

help to keep for future readers the record of these men who "builded better than they knew."

Let me add this copy of a letter from Mrs. E. S. Joslyn, written in 1880 or 1881 from Colorado Springs, Colorado, to me at White Salmon, Washington. Mr. and Mrs. Joslyn were the first white family that settled at White Salmon in 1853, and the letter relates her experience at the time of the Indian War of 1856:

"I am very grateful to you for awakening so many reminiscenses by your recent letter.

"I have never saved by writing or picture any one of those early experiences; but they come back to me vividly, freshly, as I ponder them o'er, filling my otherwise lonely hours with brighter pictures than I find in books, so that I am only afraid of being too lengthy or egotistical.

"Yes, I was there, that 26th of March, 1856, waiting at Mr. Atwell's on the opposite (south) side of the Columbia, while my husband returned to The Dalles on business.

"You may recollect that only three weeks before I had seen our own home (at White Salmon) consumed by Indian fires, and heard their savage yells as the troops attempted to cross from Hood River—but returned to the Oregon side for further orders. So as we heard firing on the north side of the Columbia, at the Upper Cascades, and watched the strange course of the little steamer "Mary," as she staggered in the strong current, dropped down, down, turned and trembled, and finally began to make trifling headway up stream; we were perhaps more calm than some when the hurrying neighbors said 'it was the Indians,' 'the woods on the other side were alive with them.' 'They have killed, will kill, everybody.' Their hideous yells, even now, came across the water. But see, the "Mary" is nearing our shore; we are safe. Mothers hurry their crying children on board; fathers carry wood and rails, anything to burn, for she had burned some of her upper works to get across, and the man at the wheel had been compelled to crouch low in the pilot house to escape the Indian bullets. We gather a little bedding, a few eatables, but think most of escaping with our lives. At another time we might have said, 'What a bare, comfortless boat,' but now it was our only hope. Her every plank meant protection, escape.

"My first greeting was from the engineer, 'Can you do anything for the wounded?' And as I looked around, I realized how

narrow the escape. Only six men on board, four of them wounded while getting her off. No officers but the engineer. The captain, Banghman, was ashore at the time of the attack, and being cut off from the boat saved himself by hiding in the brush by the river. The men who have families on board help as well as landsmen can. We are barely under way when a small boat hails, and a woman with a babe scarcely twenty-four hours old is taken on board.

"On the bare floor of the little cabin one of the wounded ones is moaning sadly while his life blood is trickling through his blanket and staining the boards. We ask, 'Can we help him?' Try to find him a pillow, but he seems not to understand our language and turns away. So we seek for the others. Little Johnnie Chance is in the cook's bunk crying piteously. 'Where are you hurt, Johnny?' 'Oh, my leg.' They will cut off my leg,' and then he cries for his mother; but when we take off his boot and find the bullet in it, which had passed through his leg, he was less excited, and seems to believe us when we tell him, 'They will not cut off your leg, Johnny.'

"We find the third man, Jesse, by the engine, holding his shoulder and trying to show the raw hands how to help, and to our query, 'What can we do for you?' says, 'I am pretty bad, but that fellow in Bush's room is worse.' So we go to find Mr. Lindsey with the cold drops of perspiration on his forehead, and his lips closely pressed from excessive pain. The ball has passed through his lung. Can we stanch the blood? We find in the engineer's satchel some cotton and make lint, as we have read, for not one person on board has had experience. We bathe his hands and face, and try to find something to nourish him; succeed in getting a little tea, of which the man in the cabin partakes.

"The sick woman has a few blankets on the other side of the cabin and the children are huddled in the corner, and the women are soothing them as best they can. As the long hours go by, for the boat goes slowly against wind and current, the engineer is now at his engine, now at the wheel, calm, masterful. Mrs. Atwell, I think it is, finds us something to eat, some flour on board and soda, which she mixes and bakes, while doing her part watching the children and sick. She is a brave, true woman, and I feel ashamed when I see her energy and endurance.

"But I cannot stay long from the suffereres in the little room, to die so; can we prolong his life until help is reached? We have

not time to think of the dear old home so lately devastated as we glide slowly past. The night shadows are gathering now, and weariness, and well nigh despair, come over me as I steal over the guards and curl down on the end of the boat. Rumor says The Dalles was to be attacked at the same time as the Cascades. It was just as unprepared; we may be met by hostile foes instead of by our friends. If so, what can we do? No friendly port within reach. We drop back only to meet the foe almost anywhere on either side. There is no outlet over these impassable mountains. We almost hear savage yells as we round the rocky points, or steer nearer shore to avoid swift current. It is quite dark now. The man in the cabin has ceased to breathe. Lindsey is sinking. We forget self as we try to minister to his needs. We can give the cup of cold water, if nothing more.

"How welcome the cry, 'The Dalles. The Dalles.' The lights are burning as usual; all is well. What a crowd of citizens are on the shore; for they have heard by the little *Wasco* of our peril, and probable escape. How precious is kindness now. How keenly we appreciate the upper room made ready for us by Mrs. Suching. Lindsay was carried so carefully to a room and the army surgeon is ready to do all that can be done; and after a long illness he recovers. The engineer has done a brave, grand service, for which I do not think he was ever suitably rewarded.

"Ever your friend,

"Mary L. Joslyn."

I wish to add a few paragraphs as supplemental to Mrs. Joslyn's letter:

Captain Henry C. Coe, the youngest son of Nathaniel Coe, the pioneer, has written a vivid account of the burning of the Joslyn home in February, 1856. Mrs. Joslyn was at Hood River at that time; but when the Indians attacked the Cascades on March 26, 1856, she was at Mrs. Atwell's—now Cascade Locks—as related in her letter.

One interesting incident, which I had from her own lips, she failed to mention in the letter, was that Mr. Joslyn had planted a field to late potatoes the previous summer, which remained in the ground until spring. He was harvesting and shipping them to The Dalles, when the first warning of trouble came. Of course, he said little to Mrs. Joslyn about the rumors of trouble, as he still had great confidence in his red neighbors.

But one day at the dinner table he said to Mrs. Joslyn, "The Indians do not want to help. I think it rather strange."

The Indians were then camped near the mouth of the White Salmon, about three miles from Mr. Joslyn's home, near the foot of the Bluffs, below what is now known as "The Eyrie." After Mr. Joslyn had returned to his work, Mrs. Joslyn concluded that she would ride out to the camp and try to get some of them to help him.

She saddled her horse, being a fearless rider, but when she reached the camp she was surprised to see some strange Indians. The Yakimas were there, emissaries of old Kamiakin. Her reception was not cordial; and failing to secure any help, she turned homeward.

Leisurely her horse climbed the steep trail, and on reaching the top of the Bluff, she rode rapidly homeward, not alarmed, but wondering about those scowling, surly, strange Indians.

There was another trail up from the river farther up stream, which led into the one she was on; and as she neared the junction of the two trails, her horse seemed alarmed and started to run, and, brave and fearless rider as she was, she simply "let him go." It transpired later that Indians were after her afoot upon the other trail—whether to kill her or simply to capture her we do not know.

I am sure that when Mr. Joslyn knew of her adventure he must have given her credit for bravery, if not for discretion; and when, a few days later, she witnessed the burning of her home, she realized how narrow had been her escape.

Among the White Salmon Indians who joined the hostiles, was Chumkully, a great hunter. He was fearfully injured in an encounter with a bear some years later. Before his death he confessed that he intended to kill the Joslyns. But in his last days, Mr. Joslyn forgot all that, and fed and clothed and ministered to his needs.

In Captain Henry Coe's narrative he tells of a man by name of Galentine, and a boy, Woodburn Hawk, who were left at the Joslyn ranch, and who, being warned, fled to Hood River.

On the morning of the arrival of troops from The Dalles, Mr. Coe and Woodburn Hawk had been sent to drive in the cattle belonging to the Coes, and seeing the buildings on fire at White Salmon, they hurried home as speedily as possible.

The coming of the soldiers seemed to be the signal for the attack at White Salmon.

Of Galentine's history I know nothing more. I am indebted to Mr. George H. Himes for something concerning "Woodburn Hawk" and his family. His father, John M. Hawk, came to Portland in 1852. His wife died there in December, 1852, and is buried in an old cemetery near the present site of the Multnomah Hotel. There were six boys, viz: Albert R. Hawk, Wilson, William C., Francis M., Samuel Woodburn and Melvin.

Four of these motherless lads were cared for in the families of some of Portland's best-known pioneers. William C. was taken by T. J. Dryer, founder of the *Oregonian;* Francis M., by William Hobson of Astoria; Samuel Woodburn went first to Mr. John Hobson—how he happened to be at Mr. E. S. Joslyn's in 1856 is unknown. Melvin, the youngest, was taken by Mr. E. B. Comfort, who later was the second postmaster of Portland, and finally removed to The Dalles, where Melvin was always known as Charles Comfort.

In 1854 the father, John M. Hawk, married the widow of Thomas Hawkes and settled near Olympia, W. T., upon a claim joining that of the father of George H. Himes; and thither came the son Woodburn in 1857.

Surely hospitality and kindly sympathy were practiced by the pioneers of those early days.

ALBERT J. THOMPSON.

## ORIGIN OF WASHINGTON GEOGRAPHIC NAMES

[*Continued from Volume XIV., Page 62.*]

VENDOVI ISLAND, in the northwestern corner of Skagit County, was named by the Wilkes Expedition, 1841, for a native of Fiji, (or Viti) Island, whom he had captured and carried northward to these waters. Wilkes, in his *Narrative,* Volume III., page 120, gives a picture of Vendovi and tells about his capture (page 131) and of his leave-taking, (page 136.) In Volume IV., page 297, while describing the Indians of the Strait of Juan de Fuca, Wilkes records: "It was amusing to us, who had no very exalted opinion of the Feejians, to observe the contempt our prisoner Vendovi entertained for these Indians, which was such that he would hardly deign to look at them." The Expedition reached home on June 10, 1842. Captain Wilkes, in Volume V., page 453, makes this entry: "On our arrival home, the health of the prisoner Vendovi had so far declined that it was necessary to place him in the Naval Hospital at New York. Every attention was paid him there, but very soon afterward he expired." The Spanish name for Vendovi and Sinclair Islands was "Islas de Aguayo." (Galiano and Valdes map, in *United States Public Documents,* Serial Number 1557, chart L.) See also Viti Rocks.

VENTURA, a village that existed in the west central part of Okanogan County during the mining boom in the summer of 1895. (Mrs. M. Stewart, of Mazama, in *Names MSS.,* Letter 314.)

VESTA, a creek and postoffice in the south central part of Grays Harbor County, was named in 1882 in honor of Mrs. Vesta Dwinelle. In that year the creek was explored from its source to its junction with North River by M. J. Luark and Milton Dwinelle and was named for the wife of the latter. (M. J. Luark, of Montesano, in *Names MSS.,* Letter 548.)

VICTIM ISLAND, in West Sound, Orcas Island, in the central part of San Juan County, was first mapped on the British Admiralty Chart 2689, Richards, 1858-1859, on account of evidences of Indian battles there. See also Skull Rock, Haida Point, Indian Point, and Massacre Bay.

VILA, a railroad station in the southwestern part of Klickitat County, was named by L. W. Hill and C. M. Levey. (L. C. Gilman, President of the Spokane, Portland & Seattle Railway Company, in *Names MSS.*, Letter 590.)

VILLAGE POINT, see Baadam, Chinook Point, and Restoration Point.

VINELAND, a name once applied to Clarkston, Asotin County.

VINE MAPLE VALLEY, see Maplevalley.

VIRDEN, a town in the north central part of Kittitas County, was named for G. D. Virden. (E. J. Powers, of Liberty, in *Names MSS.*, Letter 295.)

VIRGIN COVE. "The first settler in the vicinity of Padilla Bay was James McClellan, a bachelor from California, who lacated about the year 1869 on the place now known as the Smith ranch, but which he named Virgin Cove." (*History of Skagit and Snohomish Counties*, page 103.)

VISTA, a former name for Fishtrap, Lincoln County, is now applied to a station on the Northern Pacific Railway, in the southeastern part of Benton County. The name has reference to the outlook.

VITI ROCKS, in the southwestern part of Whatcom County, near Vendovi's Island, were named for Viti, one of the Fiji Islands, and refers to the home of Vendovi. The name was given by the Wilkes Expedition, 1841. (*Hydrography*, Volume XXIII., Atlas, chart 77.) See Vendovi Island.

VULCAN MOUNTAIN, in the northwestern part of Ferry County, was named by prospectors who found indications of iron there. (Postmaster at Ferry, in *Names MSS.* Letter 202.)

## W

WAADDAH ISLAND, forming the eastern side of Neah Bay, in the northwestern part of Clallam County, was first named Neah Island by the Wilkes Expedition, 1841. (*Hydrography*, Volume XXIII., Atlas, chart 80.) Captain Henry Kellett gave the island a different Indian name in 1847, spelling it "Wyadda." (British Admiralty Chart 1911.) The United States Coast Survey retained that name with its present spelling. (*Report for 1858*, page 416.)

WAATCH, a native name now applied to a point on the coast three and one-half miles south of Cape Flattery, a tidal slough heading near Neah Bay and flowing southwesterly into the ocean and an Indian village, all in the northwestern part of Clallam County. The first use of the name was evidently for the village which is mentioned in the treaty made by Governor Isaac I. Stevens with the Makahs on January 31, 1855. The slough has been charted at times as a river.

WAHATTUS a mountain in Grant County, six miles north of Wahluke, is the highest point in the Saddle Mountains, 2,696 feet elevation, its name, according to Indian authority, meaning "Lookout Place." (F. C. Koppen, of Wahluke, in *Names MSS.*, Letter 110.)

WAHKIACUS, a railroad station in the west central part of Klickitat County, was named for Sallie Wahkiacus, an old Indian woman who had an allotment of land there and who was quite a local character. (L. C. Gilman in *Names MSS.* Letter 590.)

WAHKIAKUM, a county in the southwestern part of the State near the mouth of the Columbia River, derives its name from a tribe of Indians. "Their territory adjoined that of the Chinook and extended upstream toward Oak Point. According to Stuart (1821) they were an offshoot of the Chinook who had separated from the main body about two generations before under Chief Wahkiakum and were afterwards known by his name. In 1805, Lewis and Clark estimated their number at 200. They have been lost sight of as a tribe since about 1850, when Gibbs referred to their chief as almost the last survivor of the tribe. Their principal village seems to have been near Pillar Rock, a short distance above Grays Bay. According to Boas, they had two villages near Pillar Rock—Tealegak, a little below the rock, and Chakwayalham, farther down the river." (Bureau of American Ethnology, *Handbook of American Indians,* Volume II., page 890.) There have been many spellings of the word. The county was organized by act of the Territorial Legislature dated April 25, 1854. In that original law the name was spelled "Wakiacum."

WAHLUK, a town on the Columbia River in the southern part of Grant County, has an Indian name. "The name of Wahluke was found here when the white men first came. The present day Indians say it was here always. It seems to mean a watering

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place. It is just at the beginning of White Bluffs and is the last place where the herds can get down to the water for several miles." (F. C. Koppen, in *Names MSS.* Letter 110.)

WAHNOOWISHA RIVER, see Big Creek.

WAH-WUK-CHIC RIVER, see Klickitat River.

WAIILATPU, site of the famous Whitman Mission near the present city of Walla Walla, was named for the Indian word meaning "place of rye grass." (H. H. Bancroft, *Works,* Volume XXIX., page 118, note 14.)

WAINAPE, see Wenatchee River.

WAITSBURG, a town in the east central part of Walla Walla County, was named in honor of Sylvester M. Wait who built a mill there in 1864. The place was known as "Wait's Mill." A postoffice was secured in 1866 and, at the suggestion of the school teacher, William N. Smith, it was called "Delta." In 1868, the people voted to change it to Waitsburg and the Postoffice Department accepted the change. (*Illustrated History of Southeastern Washington,* pages 154-156.)

WALDRON ISLAND, in the north central part of San Juan County, was named by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas chart 77.) The honor was probably intended for Thomas W. Waldron, Captain's clerk of the brig *Porpoise* of the Expedition. However, it is possible that two men were honored in the one name as R. R. Waldron was Purser of the *Vincennes,* another vessel of the Expedition. A postoffice on the southwest shore of the island has the same name.

WALES, see Monroe.

WALKER LAKE, a small body of water southeast of Cumberland, in the south central part of King County, was named for David Walker in 1890. (Joseph T. Paschich, in *Names MSS.* Letter 31.)

WALKER'S PRAIRIE, in the south central part of Stevens County, was named for Rev. Elkanah Walker. In 1838, three missionaries arrived in Oregon to expand the work begun two years before by Dr. Marcus Whitman and Rev. H. H. Spalding, under the auspices of the American Board of Commissioners for Foreign Missions. The three new arrivals were Rev. Cushing Eells, Rev.

Elkanah Walker and Rev. A. B. Smith. Mr. Smith began a mission at Kamiah, now in Idaho. Mr. Walker and Mr. Eells began a mission on the prairie. The site had been visited by John Work, of the Hudson's Bay Company, on September 21, 1825, who then recorded: "Proceeded on our journey at 6 oclock and arrived at Spokane before 11. Mr. Kittson and I crossed the point from the (Buffon de Chaudin), in 50 minutes. ("Journal" in the *Washington Historical Quarterly,* Volume V., page 167, where Mr. T. C. Elliott adds the footnote: "Probably Walker's Prairie, where the Walker-Eells Mission was located in 1838.") Lieutenant R. E. Johnson, of the Wilkes Expedition, 1841, visited the mission during his overland journey to Fort Colville. As to the name of the mission, it is recorded: "After leaving the fort, they pursued a southerly direction for the missionary station of Chimikaine. This is called after the name of the plain in which it is situated, which is translated 'The Plain of Springs,' from the fact that, a few miles above the mission station, in the valley, the streams lose themselves in the earth, and after passing under ground for about five miles, burst out again in springs." (Wilkes, *Narrative,* Volume IV., page 455, see also pages 438-439.) The many spellings included such forms as "Tshimakain." The form now established seems to be Chamokane. (Henry Landes, *A Geographic Distionary of Washington,* page 95.) The name of Walker's Prairie is well established.

WALLACE, see Startup.

WALLACE ISLAND, see Anderson Island.

WALLACE LAKE and RIVER, are both located in the south central part of Snohomish County. "The first settler on Wallace River was an Indian called Wallace Jo. If the river was named after him or he after the river, I do not know." (J. F. Stretch, of Snohomish, in *Names MSS.* Letter 497.)

WALLACUT RIVER, flowing into the Columbia River near Ilwaco, in the southwestern part of Pacific County, derives its name from the Indian word "Walihut" meaning "place of stones." The north shore of the little river, where it flows into Baker Bay, is banked with small, smoothly worn boulders. (Mrs. L. D. Williams, daughter of Isaac Whealdon, in *Names MSS.* Letter 173.) The present form of spelling was recorded by George Gibbs on March 1, 1854. (*Pacific Railroad Reports,* Volume I., page 465.)

WALLAPAH RIVER, see Willapa River.

WALLA WALLA is one of the most beautiful and best established Indian names in the geography of Washington. It is applied to a county, city and river in the southeastern part of the State. The origin of the name is easily ascertained as it was recorded by the first white men who visited that region. Elliott Coues, the scholarly editor of the Lewis and Clark *Journals,* commenting on their entry for April 26, 1806, discusses the word as follows: "Here Lewis K 82 has Wollah Wollah; Clark Q 112 has Wallow Wallows; map has Wollaw Wollah; Clark elsewhere Woller Woller. As earlier observed in this work, the codices vary greatly in this slippery word, more than 20 forms of which are also found in print. Accepted forms are now [1893] Walla Walla, or Walla-walla, or Wallawalla. In several languages *walla* means running water, and reduplication of word diminutizes it; so *Wallawalla* is the small rapid river." (Volume III., page 969, note 22.) The word thus first recorded as the name of a tribe of Indians was soon naturally applied to the region occupied by them. In fact the name was taken by the Indians because it described the land where they lived. Rev. Myron Eells, who was born on Walker's Prairie, at the mission home of his father, Rev. Cushing Eells, and who died at the Twana Indian Mission, Hood Canal, in 1907, having devoted his life to work among Indians, wrote: "Walla Walla is a Nez Nerce and Cayuse word, the root of which is *walatsa,* which means 'running'; hence 'running water'. Two meanings of it are given, one being 'a small stream running into a large one'—that is, the Walla Walla river emptying into the Columbia; another is 'ripple after ripple', 'fall after fall'. These meanings were given the writer by Mr. P. M. Whitman and Dr. W. C. McKay, who have lived among the Indians most of the time for over forty-five years, and speak the Walla Walla language as fluently as they do the English." (*American Anthropologist* Volume V., January, 1892, page 34.) A later student says the Walla Walla Indians are known to the Nez Perces as *Walawalapu,* "Little River People". (E. S. Curtis, *The North American Indian,* Volume VIII., page 163.) The geographic name was thus first established for the valley and the river. Near the mouth of the river the North West Company of Montreal built their Fort Nez Perces in 1818, which has been known as "Old Fort Walla Walla." See Fort Walla Walla. The Territorial Legislature passed an act, approved on April 25, 1854,

to organize Walla Walla County. On June 9, 1855, Isaac I. Stevens, Governor and Superintendent of Indian Affairs for Washington Territory, and Joel Palmer, Superintendent of Indian Affairs for Oregon Territory, concluded a treaty with the "Walla-Walla, Cayuses, and Umatilla Tribes and Bands of Indians in Washington and Oregon Territories." In that treaty the place of negotiation is given as "the treaty ground, Camp Stevens, in the Walla Walla valley." That site was within the present City of Walla Walla. Immediately following this and other treaties the Indian war broke out, during which Lieutenant Colonel Edward Jevnor Steptoe established Fort Walla Walla. On October 27, 1856, he wrote to his sister: "Do you know where this place is? Look up the Columbia River on the map till you see its tributary, the Walla Walla, and on this latter 'The Mission'. About five miles above the last place I am erecting a Post." (B. F. Manring, *The Conquest of the Coeur D'Alenes, Spokanes and Palouses,* pages 270-271.) Near that fort grew the City of Walla Walla, affectionately known as the "Garden City." Changes of name are well documented in the following quotation: "There was no town of Walla Walla in 1858; there was in 1859, and it came into existence through the *ex parte* rules of the first board of county commissioners. The first two meetings of the board were held March 15th and 26th, 1859. In their official record the place was referred to as Walla-Walla. And then, without further notice, we find that at their subsequent meetings January 6th and July 2d, it was called 'Steptoeville', in the record of the last named date appearing the following: 'On motion the name of the town of Steptoeville was changed to Wieletpu'. Despite this official action we find that at the meeting held September 5th, the county seat town is still referred to as Steptoeville. But at the next meeting, November 7th, the town is spoken of as Walla-Walla, and the following proceeding is recordel as regards the name: 'On motion the town of Wieletpu was changed to Walla-Walla.' " (*History of Southeastern Washington,* page 115.) By act of the Territorial Legislature, approved January 11, 1862, Walla Walla City was regularly incorporated.

WALLULA, a town at the mouth of the Walla Walla River, in the southwestern part of Walla Walla County, occupies the site of the first or "old" Fort Walla Walla. The name means the same as the Nez Perce word Walla Walla but is in the Walla Walla language. (Rev. Myron Eells, in *American Anthropologist* for January, 1892.)

WALMOUGH HEAD, see Watmough Head.

WALVILLE, a town in the southwestern part of Lewis County, received its name in 1903 by using the first syllable from one and the last of another of the names of a firm, Walworth and Neville Company, in business there. Prior to 1903, the name had been Rock Creek. (In *Names MSS.* Letter 19.)

WANICUT, a town and lake in the north central part of Okanogan County, are supposed to have been named in honor of a government surveyor named George Wanicut. The name has been spelled many ways. (Eugene F. Wehe, of Oroville, in *Names MSS.* Letter 582.)

WAPATO, a town in the central part of Yakima County, was named October 24, 1902. (Postmaster at Wapato, in *Names MSS.* Letter 549.) The word in the Chinook Jargon means "potato."

WAPPALOOCHE RIVER, see Chinook River.

WAP-PA-TOO VALLEY, see Columbia Valley.

WARBASSPORT. "On July 19, 1850, Edward D. Warbass settled at the old Cowlitz landing, laid off a town called Warbassport, opened a store and engaged in the forwarding and commission business." (Elwood Evans, in *History of the Pacific Northwest: Oregon and Washington,* Volume I., page 313.) The name is no longer in use. The town of Toledo is practically on the same site.

WARD, a postoffice for the St. Regis Mission School and Sacred Heart Academy in the west central part of Stevens County. The original name of the postoffice was Goodwin. (J. A. Meyers, of Meyers Falls, in *Names MSS.* Letter 519.) It was named in 1904 for Thomas Ward, who died in that year. (R. Tarragno, in *Names MSS.* Letter 608.)

WARDEN, a town in the southeastern part of Grant County, was named for a heavy stockholder in the Chicago, Milwaukee & St. Paul Railway Company. (H. R. Williams, Vice President of the Company, in *Nemes MSS.* Letter 530.)

WARNER, a railroad station in the northeastern part of Whitman County, was named for William Warner, a merchant of Oakesdale, who was instrumental in getting the siding built and who erected the first grain warehouse at the siding in 1898. (E. J. Tramill, of Oakesdale, in *Names MSS.* Letter 179.)

WARNICK, a railroad station in the north central part of Whatcom County, was named for the engineer who surveyed the Sumas extension of the Bellingham Bay & British Columbia Railway about 1903. (Lucy S. Drake, of Glacier, in *Names MSS.* Letter 142.)

WARWICK, a town in the southwestern part of Klickitat County, was named for W. S. Warwick, a former sheriff of the county, who owned a ranch at that place. (L. C. Gilman, in *Names MSS.* Letter 590.)

WASHINGTON COLONY, incorporated on January 9, 1883, acquired a mill site at the mouth of Whatcom Creek. It was not financially successful, nor of long life. For many years afterwards there was an echo of its existence in the name of Colony Wharf, Bellingham. (Edmond S. Meany, *History of the State of Washington,* page 320.)

WASHINGTON HARBOR, a bay opening on the Strait of Juan de Fuca, in the northeastern part of Clallam County, was known to the Indians as Squim, which name was also used by early settlers. Surveyor General James Tilton mapped it as "Squim Bay" in 1859. (*United States Public Documents,* Serial Number 1026.) The Spanish Captain Eliza, in 1791, mapped at as "Ensenado de Bertodano." (*United States Public Documents,* Serial Number 1557, chart K.) The Wilkes Expedition, 1841, named it Budd's Harbor. (*Hydrography* Volume XXIII., Atlas, charts 77 and 78.) See also Budd Inlet. Captain Henry Kellett, in 1847, mapped part of the harbor as Bertodano Cove but did not chart a name for the large harbor. (British Admiralty Charts 1911 and 1917.) However, Captain George Davidson, of the United States Coast Survey, says they rejected the Wilkes Expedition name of "Budd's Harbor" on account of the naming of Budd Inlet and adds "we have adopted Kellett's appelation of Washington Harbor." *Pacific Coast Pilot,* page 532 and *Annual Report of the Superintendent of the United States Coast Survey for 1858,* pages 421-422.) It does not appear where Captain Davidson got his information about Captain Kellett's choice of the name. Washington Harbor appears on all recent maps and charts.

WASHINGTON LAKE, see Lake Washington.

WASHINGTON RIVER, a name once used for Lewis River.

WASHINGTON SOUND, a name given to San Juan Archipelago, embraces the present San Juan County. "The Canal de Haro and

Rosario Strait were surveyed by the United States Coast Survey in 1853 and 1854, when the name of Washington Sound was applied to the whole archipelago between the mainland and Vancouver Island." (Captain George Davidson, in the *Pacific Coast Pilot,* page 556.) It is not a sound but a large group of islands and should receive back its original name of San Juan Archipelago. See San Juan Island.

WASHINGTON, STATE OF. In 1535 and 1539, the Spaniards applied to the west coast of North America the beautiful name of California. Captain George Davidson, of the United States Coast Survey, has traced the origin of that name. (*Pacific Coast Pilot,* page 15, and *The Origin and Meaning of the Name California,* reprinted from the publications of the Geographical Society of the Pacific in 1910.) In those beginning years the name extended along the coast indefinitely to the northward. The next name for the coast was Nova Albion applied by the English captain, in June, 1578, who, after completing his remarkable voyage around the world was knighted by Queen Elizabeth and became a world figure under the name of Sir Francis Drake. The record says: "Our Generall called this countrey Nova Albion, and that for two causes: the one in respect of the white bankes and cliffs, which ly towardes the sea, and the other, because it might have some affinitie with our Countrey in name, which sometime was so called." (*Hakluyt's Voyages,* Glasgow, 1906, Volume IX., page 325.) The name of Oregon, like that of California, has been much discussed as to origin and meaning. It is usually claimed that the name was first applied to the "River of the West" by Jonathan Carver in his *Three Years Travels Through the Interior Parts of North America,* who began those travels in 1766. The latest and most definitive discussion of this subject appeared in years 1920-1922, when Mr. T. C. Elliott published three studies: "The Strange Case of Jonathan Carver and the Name Oregon," "The Origin of the Name Oregon," "Jonathan Carver's Source of the Name Oregon." (*Quarterly of the Oregon Historical Society,* Volumes XXI., No. 4; XXII., No. 2; XXIII., No. 1.) On June 4, 1792, Captain George Vancouver velebrated the anniversary of the birth of George III., by taking possession of the regions he had been exploring and by conferring some geographic names. The ceremony took place where the present City of Everett stands and the harbor there he called Possession Sound. The great interior waterway, now known as Puget Sound, he called "Gulf of Georgia" and the mainland "binding

the said gulf, and extending southward to the 45th degree of north latitude", he call "New Georgia, in honor of His present Majesty." He recognized Drake's name, changed slightly, by referring to the coast under the general name of "New Albion." (*Voyage Round the World,* second edition, Volume II., pages 169-170.) The purchase of Louisiana, 1803, was by many thought to include the lands in the Pacific Northwest. As evidence of that error's long life, see the United States General Land Office *Map of the United States and Territories,* 1896. On June 20, 1803, President Jefferson signed his famous instructions for the Lewis and Clark expedition in which he twice refers to the "Oregan or Columbia." The explorers contented themselves with charting but one general name for the country, and that in the interior,—"Columbia Valley." (Elliott Coues, *History of the Lewis and Clark Expedition,* Volume I., pages xxvi, xxxi, and map.) Oregon, as a name for the great river before it was actually discovered by Captain Robert Gray in 1792 and by him named Columbia, was made to apply in an indefinite way to the country west of the "Shining" or Rocky Mountains. The area thus named was first restricted by the Florida Purchase Treaty, 1819, in which the 42d parallel of north latitude was made to mark the northern extent of Spanish claims. Treaties by Russia, with the United States and Great Britain, 1824-1825, marked the southern extent of Russian claims at 54°40′. By the Treaty of Washington, 1846, joint occupancy of the country with Great Britain was ended by dividing the area at the 49th parallel of north latitude. The Provisional Government in 1841 acted for "the inhabitants of the Willamette Valley", but on July 5, 1843, it was enacted that Oregon Territory should be the name. On the last named date it was also enacted that within the vast area four Districts should be created. Two of these applied to lands now in Washington. Twality District took in all the land west of the Willamette River and the meridian prolonging that line to the northward. The southern boundary was the Yamhill River and the northern boundary was at 54°40′. The lands eastward to the Rocky Mountains and north of the Anchiyoke River were placed in Clackamas District. These two Districts embraced all of the present State of Washington and much more to the north, south and east. (La Fayette Grover, *The Oregon Archives* pages 5, 25.) As further subdivisions were made the word "district" was supplanted by "county." On August 14, 1848, an act of Congress was approved by which a Federal organization of Oregon

Territory would take the place of Provisional Government. The Oregon settlers north of the Columbia River became ambitious for a separate government. These ambitions were voiced at the Fourth of July celebrations in Olympia in 1851 and 1852, resulting in the Cowlitz and Monticello Conventions where memorials to Congress were adopted. (Edmond S. Meany, "The Cowlitz Convention: Inception of Washington Territory", in the *Washington Historical Quarterly,* Volume XIII., pages 3-19.) General Joseph Lane, Delegate to Congress from Oregon Territory, acting on the memorial from the Cowlitz Convention, secured the passage of a resolution on December 6, 1852, asking that the Committee on Territories bring in a bill to divide Oregon by forming a new Territory of the lands north of the Columbia by the name of Columbia Territory. On February 8, 1853, during a debate on the bill, Representative Richard H. Stanton, of Kentucky, moved to amend by striking out the word "Columbia" and inserting in its place "Washington," as an honor for the "Father of His Country." The amendment was adopted, the bill was passed and was signed by President Millard Fillmore on March 2, 1853. It is interesting to recall that Vancouver's honor for George III., was thus changed to an honor for the opposing leader in the American Revolution who also bore the name of George. The new Territory extended from the Pacific Ocean to the Rocky Mountains, the northern boundary being the 49th parallel, and the southern boundary the Columbia River and the 46th parallel of north latitude. Oregon was admitted to statehood on February 14, 1859, with boundaries as at present. The eastern lands between the 42d and 46th parallels of north latitude were at that time attached to Washington Territory. Idaho Territory was created by act of Congress dated March 3, 1863, cutting Washington Territory down to the present boundaries. The Territories of Montana and Wyoming were created on May 26, 1864, and July 25, 1868, respectively. Each of these took a part of Idaho land, which had formerly been within Washington Territory. The Enabling Act for the admission of Washington to statehood was approved by President Cleveland on February 22, 1889. A constitution was framed and approved by the people and on November 11, 1889, President Benjamin Harrison issued his proclamation that Washington was admitted as the forty-second State of tne Union.

WASHOUGAL, a river and town in the southeastern part of Clarke County, was formerly known as Parker's Landing. ("Rem-

iniscences of Captain W. P. Gray," in *Washington Historical Quarterly,* Volume XIV., page 330.) The Lewis and Clark Expedition called the Washougal River "Seal River" from the abundance of seals noticed at its mouth. (Elliott Coues, *History of the Lewis and Clark Expedition,* Volume III., page 918.) E. S. Curtis says the Indian word means "rushing water." (*The North American Indian,* Volume VIII., page 181.)

WASP ISLANDS, southwest of Orcas Island, in the central part of San Juan County, were named by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 77.) Just north of these islets, lies Jones Island. Captain Wilkes thus honored Master Commandant Jacob Jones who in the United State sloop-of-war *Wasp* captured the British brig *Frolic* on October 18, 1812. A nearby waterway was named "Frolic Straits" but the name has been changed to Upright Channel. Captain Richards in 1858-1860 retained the name of Wasp Island and gave the separate islands their names:—Bird Rock, Brown, Cliff, Nob, Reef and Yellow. (British Admiralty Chart 2840.)

WASHTUCNA, a town in the southeastern part of Adams County, was named for the lake in a coulee in the east central part of Franklin County. The lake was named for a Palouse Indian chief. For a time the railroad station sign-boards for Kahlotus and Washtucna were interchanged. Kahlotus is located near the lake, twelve miles west of Washtucna. (*The Washtucna Enterprise,* in *Names MSS.* Letter 386.)

WATERING RIVER, a name once used for Sequalitchew Creek.

WATERMAN, a postoffice opposite Bremerton in the east central part of Kitsap County, was named about 1904, when the post-office was secured, in honor of Delos Waterman, who had homesteaded there. (W. H. Pumphrey and E. K. Medley, in *Names MSS.* Letter 102.)

WATERTOWN, see Pataha.

WATMOUGH HEAD, at the southeast end of Lopez Island, in the southeastern part of San Juan County, was named by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 77.) This was probably an honor for Lieutenant John Goddard Watmough, of the United States Army, who was wounded at Fort Erie, in the Niagara campaign of 1814. Captain Wilkes honored others who fought in the navy during that same campaign.

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Lieutenant Watmough had two sons who entered the navy while the Wilkes Expedition was making explorations. For a time the name was charted as "Walmough." The Indian name for the place was *Noo-chaad-kwun.* (Captain George Davidson, in the *Pacific Coast Pilot,* page 560.)

WATSAK POINT, the south cape of Penn Cove, east shore of Whidbey Island, in Island County, was named by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 90.) It is sometimes locally known as Snakeland Point. This, in turn, comes from the name of two Skagit Indian chiefs. Mrs. Isaac N. Ebey wrote in her diary on December 27, 1852: "George Sneightlen came back from Port Townsend this evening and I had to let him and his Indians camp in the smokehouse all night." (*Washington Historical Quarterly,* Volume VIII., page 58.) The Point Elliott treaty, signed on January 22, 1856, with the "Dwamish, Suquamish and other allied tribes" bears 82 Indian signatures, including: "Kwuss-ka-nam, or George Snatelum, Sen., Skagit tribe, and Hel-mits, or George Snatelum, Skagit sub-chief." (Charles J. Kappler, *Indian Affairs,* Volume II., page 672.)

WAUCONDA, a town in the east central part of Okanogan County, was named for a town in Oregon. (Merrill & Rowe, in *Names MSS.* Letter 313.)

WAUKEE, a railroad station in the east central part of Adams County, was named from the last syllables of Milwaukee. (L. C. Gilman, in *Names MSS.* Letter 590.)

WAUKON, a railroad station in the east central part of Lincoln County, was named by the railroad men when the Spokane, Portland & Seattle Railway was built. (In *Names MSS.* Letter 164.)

WAUNA, a postoffice in the northwestern part of Pierce County, was named by Mary F. White, former postmistress, on May 17, 1906. The Indian word is said to mean "mighty," or "strong." (Mary J. Golman, in *Names MSS.* Letter 257.)

WAVERLY, a town in the southeastern part of Spokane County, was named in May, 1879, by Saville Farnsworth and Fred Buckmaster after their former home town in Iowa. (Postmaster at Waverly, in *Names MSS.* Letter 475.)

WA-WAK-CHE, see Klickitat River.

WAWAWAI, a town in the south central part of Whitman County, gets its name from an Indian word said to mean "council ground." (John Knight, in *Names MSS.* Letter 225.)

WAY-LU-WA, said to be an Indian name for Grande Ronde River.

WEBER, a town in the northwestern part of Adams County, was named on July 31, 1902, in honor of Jacob Weber, first resident in that locality. (Jacob Weber, Postmaster, in *Names MSS.* Letter 537.)

WEE-LY-LET-SARZ LAKE, see Guetes Lake.

WEHESVILLE, an old mining camp in the north central part of Okanogan County, was named for Colonel A. M. W. Wehe, owner of mining property there. (Postmaster at Loomis, in *Names MSS.* Letter 264.)

WELCOME, a postoffice in the southeastern part of Whatcom County, was named for John Welcome Riddle, first postmaster. (Frank B. Garrie, in *Names MSS.* Letter 145.)

WENAS, a creek, valley and village, in the north central part of Yakima County, derived the Indian name from that first charted for the creek by Captain George B. McClellan in August, 1853. (*Pacific Railroad Reports,* Volume I., pages 377-389.) The spelling there is "Wenass."

WENATCHEE, the flourishing county seat of Chelan County, a lake, river, mountains and a National Forest, all wear this name from the Indian language of that vicinity. As early as 1805-1806, when Lewis and Clark were exploring and naming the "Columbia Valley", they heard of the Wenatchee River and the Indians living along its banks. They recorded both under the name of "Wahnaachee." (Elliott Coues, *History of the Lewis and Clark Expedition,* Volume III., pages 973, 1255.) Another early use of the name geographically is in the treaty concluded on June 9, 1855, by Isaac I. Stevens, Governor and Superintendent of Indian Affairs in Washington Territory, with the "Yakima Nation of Indians." Article X. of that treaty provides: . . . "there is also reserved and set apart from the lands ceded by this treaty, for the use and benefit of the aforesaid confederated tribes and bands, a tract of land not exceeding in quantity one township of six miles square, situated at the forks of the Pisquouse or Wenatshapam river, and known as the 'Wenatshapam fishery'."

(Charles J. Kappler, *Indian Affairs,* Volume II., page 701.) The tribes and bands participating in that treaty included the "Pisquouse and Wenatshapam." The Bureau of American Ethnology says that *Wenatchi* is from a Yakima Indian word meaning "river issuing from a canyon," referring to a band of Pisquows who lived on the river now known as Wenatchee. (*Handbook of American Indians,* Volume II., page 932.) The river was often charted as "Pisquouse" or "Pischous", which, as shown, was the name of another band confederated with the Yakimas when the treaty was signed.

WEPUSAC INLET, a small arm of Budd Inlet, five miles north of Olympia, in the north central part of Thurston County, was named by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 79.) It is now mapped as Wepusec Inlet. (United States Coast and Geodetic Survey Chart 6462, corrected to June 25, 1921.)

WEST BANK, a bank of three and a half fathoms about a mile off the southwest point of Sucia Island, in the northern part of San Juan County, was discovered and named in 1858 by the United States Coast Survey. (*Pacific Coast Pilot,* page 559.) Captain Richards named it "Plumper's Reef" in 1858-1859, after the steam sloop he commanded in surveying. (British Admiralty Chart 2689.)

WEST POINT, at the north entrance to Elliott Bay, or Seattle Harbor, in the northwestern part of King County, has long been well known on account of the well equipped lighthouse maintained there. It was named by the Wilkes Expedition, 1841, evidently for the direction in which it lies. (*Hydrography,* Volume XXIII., Atlas, chart 78.) In the Duwamish Indian language the name was, according to J. A. Costello, in *The Siwash,* "Per-co-dus-chule." T. T. Waterman records the name as "Pka-dzEltcu" with the meaning "thrust far out." (In the *Geographical Review,* for April, 1922, page 187.)

WEST SOUND, on the southwest shore of Orcas Island, in the central part of San Juan County, was evidently named by Captain Richards, in 1858-1860. (British Admiralty Chart 2840.) In conferring that name he helped to destroy the historical scheme of names given by the Wilkes Expedition, 1841, in which the island was called "Hull's Island" in honor of Commodore Isaac Hull who commanded the United States frigate *Constitution* and

on August 19, 1812, captured the British frigate *Guerriere.* Captain Wilkes named the highest peak on the island Mount Constitution. What is now known as East Sound, he named "Ironsides Inlet", after the pet name of the frigate *Constitution* and what is now West Sound he named "Guerriere Bay" after the captured frigate. (*Hydrography,* Volume XXIII., Atlas, chart 77.) The only name that has survived from that scheme is that of the mountain. See East Sound, Mount Constitution, and Orcas Island.

WESTCOTT CREEK, a tidal stream south of Roche Harbor in the west central part of San Juan County, was named by Captain Richards in 1858-60. (British Admiralty Chart 2840.) This was an honor for George Blagdon Wescott, Royal Navy. He was Paymaster on the *Bacchante,* flagship of Rear Admiral Sir Thomas Maitland, commander in chief on this station, 1860-1862. (Captain John T. Walbran, *British Columbia Coast Names,* page 526.) The tidal nature of the stream is reflected by the charts of the United States Coast and Geodetic Survey. On chart number 6380, corrected to January, 1912, it is called Westcott Creek while on chart number 6381, corrected to June 25, 1921, it is shown as Westcott Bay.

WESTON, a station at the entrance to the Northern Pacific Rialway tunnel in the eastern part of King County. See Easton.

WHALE ROCKS, off the southwest coast of Lopez Island in San Juan County, was named by Captain Richards in 1858-1860. (British Admiralty Chart 2840.) It was included in Geese Islets by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 77.) See Geese Islets, Buck Island, Long Island and Mummy Rocks.

WHARHOOTS, see Bruceport.

WHATCOM, a county, lake, creek and former city, were all named for an Indian chief. While a portion of the present City of Bellingham still bore the name of Whatcom, H. H. Bancroft wrote: "It was named after a chief of the Nooksacks, whose grave is a mile above the Bellingham Bay Coal mine." (*Works,* Volume XXXI., page 367.) Henry Gannett, of the United States Geological Survey, wrote of Whatcom: "An Indian word said to mean 'noisy water.'" (*Origin of Certain Place Names in the United States,* page 392.) George Gibbs, on March 1, 1854, wrote: "A considerable stream, the outlet of a lake, falls into Bellingham

Bay. This which is called Whatcom Lake, is said by Mr. Kelly, a citizen who explored it, to be from twelve to fifteen miles in length, lying northeast and southwest, and is very deep. Its mouth affords a very fine waterpower, on which a saw-mill has been erected." (*Pacific Railroad Reports,* Volume I., page 471.) The act of the Territorial Legislature creating Whatcom County was approved on March 9, 1854. For a time during the Fraser River gold excitement of 1858, the town of Whatcom had 10,000 inhabitants. It soon declined but in later years rose again and was finally merged into the present prosperous county seat of Whatcom County. See Bellingham.

WHEELER, a town in the central part of Grant County, got its name from an older town four miles southeast of the present town. A. M. Westjuld, in *Names MSS.* Letter 502.)

WHELAN, a town in the east central part of Whitman County, was first known as Branam. As that name was duplicated in the State, it was changed to honor one of the Northern Pacific Railroad engineers. (Lou E. Wenham, of Pullman, in *Names MSS.* Letter 115.)

WHIDBEY HARBOR, see Grays Harbor.

WHIDBEY ISLAND, a large island forming the western portion of Island County, was named by Captain George Vancouver on June 10, 1792, when he wrote: "in consequence of Mr. Whidbey's circumnavigation, I distinguished it by the name of Whidbey's Island." (*Voyage Round the World,* second edition, Volume II., page 180.) Master Joseph Whidbey in a small boat expedition from the anchorage at Strawberry Bay, Cypress Island, had discovered Deception Pass and thus proved the existence of the island that has since borne his name. The name has been erroneously spelled as "Whitbey" and "Whidby". See also Deception Pass.

## DOCUMENTS

### The Nisqually Journal

[*Continued from Volume XIII, Page 299*]

[November, 1851]

[Ms. Page 16]

*Tuesday 11th.* Fine. Cloudy. Chaulifoux[1] jobbing.

*Wednesday 12th.* Sunshine. Inds.[2] putting potatoes in (300 bushels Ladyfingers)

*Thursday 13th.* Rainy. Indians lifting potatoes. Chaulifoux assisted by Gohome[3] & Squally[4] covering Stables [Ms. Page 17] All the remaining furs of Outfit '51[5] made up & packed. Fiandie[6] assisting in store, every preparation made for taking Inventory tomorrow. Cush[7] w[h].[8] waggon sent to sleep out in the plns[9] convenient for Cattle killing Tomorrow. letters received from Vancouver.[10] Mr. Huggins[11] still improving.

*Friday 14th.* Fair. Work as yesterday, Cowie, Koemi & Keavehaccow[12] returned from Vancouver.

*Saturday 15th.* Clear & cold, wind N.y. Hands variously employed, Letters sent to Cowlitz[13] pr. klapat;[14] Express from Victoria.[15].

*Sunday 16th.* Weather as yesterday. Adam[16] & Montgomery[17] in to sleep here tonight, and assist John Ross [18] (who is leaving for

1 A servant.
2 Indians.
3 An Indian employee.
4 An Indian employee.
5 The preliminary advance in goods made by the Hudson's Bay Company each year to a post was termed the "Outfit." All accounts were kept in reference to each year's "Outfit".
6 A servant.
7 An Indian employee.
8 With.
9 The Nisqually Plains where were situated the substations of the Company.
10 Fort Vancouver, formerly the headquarters for the Department of the Columbia, but now only a sub-post, chiefly agricultural in its character.
11 Edward Huggins, clerk.
12 These three men are Kanakas or natives of the Hawaiian Islands.
13 Cowlitz Farm, a post of the Puget's Sound Agricultural Company situated near the present town of Toledo.
14 An Indian runner or mail carrier.
15 Fort Victoria, on the site of the present city of Victoria, B.C. It is now the headquarters of the Department of the Columbia, and the residence of the chief factor, James Douglas.
16 Adam Beinston, formerly a servant, but probably farming on shares on the plains at this time.
17 John Montgomery, a servant.
18 Formerly a servant of the Company but latterly farming on shares probably on the estate of the deceased Mr. Heath, near Steilacoom.

# DOCUMENTS

## The Nogouaka Journal

[Continued from Volume XVII, Page 209]

[November 1851]

[Mrs. Page 10]

Tuesday 11th. Fine. Cloudy. Thanksgiving. [illegible]

Wednesday 12th. Sunshine. Inds.[1] putting potatoes in [illegible] bushels. Ladyfingers)

Thursday 13th. Rainy. Indians filling potatoes. Chas. Taylor[2] assisted by Colonel[3] & Squally[4] covering. Stables. [Mrs. Page 12] All the remaining furs of Curtis '51[5] made up & packed. Flanley[6] assisting in store, every preparation made for taking Inverness tomorrow. Cash[7] & Wy[8] waggon sent to sleep out in the plains[9] vicinity for Cattle killing Tomorrow. Letters received from Vancouver.[10] Mr. Huggins[11] still improving.

Friday 14th. Fair. Work as yesterday. Cowie, Grant & Hyson[12] returned from Vancouver.

Saturday 15th. Clear & cold, wind S.W. Hands variously employed. Letters sent to Cowlitz[13] per klapot to Esquimalt from Vancouver.

Sunday 16th. Weather as yesterday. Adams[14] & Montgomery[15] to sleep here tonight, and assist John Ross.[16] [illegible]

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1 A servant.
2 Indians.
3 An Indian employee.
4 An Indian employee.
5 The preliminary returns in [illegible] for Curtis & Ermatinger for a year was issued the [illegible]. All accounts [illegible] Curtis.
6 A servant.
7 An Indian employee.
8 Wyeth.
9 The Nisqually Plains where was situated the principal [illegible]
10 Fort Vancouver, formerly the headquarters for the Columbia [illegible] but now only a subpost, chiefly agricultural in its character.
11 Edward Huggins, clerk.
12 These three men are Cowlitz or natives of the Cowlitz Landing.
13 Cowlitz Farm, a post of the Puget's Sound Agricultural Company situated near the present town of Toledo.
14 An Indian trader on Mill creek.
15 Post Victoria, on the site of the present city of Victoria, B.C. It is now the headquarters of the Department of the Columbia and the residence of the chief factor, James Douglas.
16 John Dennison, formerly a servant, but probably [illegible] as clerk on the plains at this time.
17 John Montgomery, a servant.
18 Formerly a servant of the Company but latterly [illegible] on their property as the estate of the deceased Mr. Heath, near Belleview.

Cowlitz) in driving his cattle across Squally[19] River. Mr. Forrest[20] taken very ill with the dysentery. Mr. Huggins and McPhail[21] improving.

*Monday 17th.* Rain first part of the day clear towards evening. All hands set taking up potatoes, Chalifoux attending on Mr. Forrest who is at present very low. All the Cowlitz people that were to have assisted John Ross in driving his cattle over, having left rather unexpected this morning, and being left without a chance of getting any others to assist him, an estimate of all his farm cattle was made by Dr. Tolmie[22] which after deducting decrease for sales, deaths etc. left a balance of 55 head, of which JR is to take 25 head per first convenient opportunity, sometime this winter. The other 30 left to the Estate.[23] [Ms. page 18]

*Tuesday 18th.* Cloudy & rainy. People employed variously, chiefly taking up potatoes. Pere Jayoul[24] arrived from Olympia, having been sent for pr desire of Mr. Forrest. Express sent off to Victoria pr Canoe.

*Wednesday 19th.* Fine, Morning hard frost. [ ? ] in, and dipped a band of scabbly Lambs at which most of the men were employed. Barnes and Thornhill with the women taking up potatoes. Mr. Forrest no better.

*Thursday 20th.* Fine first part of the day, rain in the afternoon. People variously employed.

*Friday 21st.* Weather as yesterday. Cowie and Keavehaccow and all the Indian axemen, [ ? ] flooring for stable; the others at potatoes and variously.

*Saturday 22nd.* Fair; hands employed variously. Mr. Forrest, getting no better;

*Sunday 23rd.* Rainy, and strong gales from the SE. Mr. F. very low & weak.

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19 Nisqually River.

20 Mr. Charles Forrest, agent for the Puget's Sound Agricultural Co.

21 John McPhail, a servant.

22 William Fraser Tolmie, chief trader for the Hudson's Bay Co. and superintendent of the Puget's Sound Agricultural Co.

23 The meaning here is not clear. Possibly the reference is the estate of Mr. Heath, deceased, at Tilthlow, near Steilacoom. Heath had been farming under an arrangement with the Company, but after his death the estate was taken over by the Company and Mr. Walter Ross placed in charge. Possibly John Ross has an interest there.

24 Father J. F. Jayol. He was in charge of St. Joseph's mission, on the site of the present Priest's Point park, Olympia.

*Monday 24th.* Weather as yesterday. All hands having breakfasted before turn to, the able [ ? ] set to thrashing out oats with flails & cleaning [ ? ] the others including the women picking & sorting potatoes in the cellar. Thornhill mending [ ? ]ready for sending wheat to mill. About 11 A.M. this morning, it pleased God to release poor [Ms. Page 19] Mr. Forrest from his sufferings. A few hours before his death he appeared to be resigned & happy [ ? ] had made his will two or three days before wherein he appointed Jas. Douglas Esqre.[25] and Wm. F. Tolmie Esqre. his Executors. The wife of J. McPhail also died last night after an illness of 5 days of the prevailing complaint. She was buried in the afternoon, a coffin having been made for her body by Cowie.

*Tuesday 26th.* [25th] Fair. All the Spare hands taking up potatoes, Barnes & Fiander winnowing wheat & putting it up in Bags, all of which was taken down to the beach Store. Chalifoux and Cowie greatest part of the day making a coffin for the body of Mr. F. de[d]. towards evening the remains of Mr. Forrest was committed to the grave. Pere Jayol performed the burial service. All hands attended; The grave was made outside the garden fence on the SE side, on a spot particularly desired by the deceased before his death. Montgomery in with two half broke in Oxen from the plains.

*Wednesday 26th.* Fine clear weather. Cowie and Chalifoux, preparing wood for an enclosure to be made round the grave of the De[d]. Mr. F. Englishmen with the indian gang taking up potatoes, 56½ bush. Wheat sent to the mill[26] in charge of W. Young & 5 indians, P. Joyoe taking passage with them to St. Joseph's. [Ms. Page 19.]

*Thursday 27th.* Fine pleasant Weather. Chaulifoux, Cowie, Gohome & Keaveacow preparing Wood for Enclosure round from Mr. Forrest's grave. Barnes doing duty in Slaughter House. Fiandie, Thornhill & gang raising potatoes ploughed up by Slugomas, Northover ploughing Mr. Ross left to resume his duties at Tlithlow.[27] Dr. Tolmie rode out to Steilacoom. In the

25 Chief Factor James Douglas, in charge of the Department of the Columbia, with headquarters at Victoria, B.C.

26 At Newmarket, now Tumwater, south of Olympia.

27 A Company post near Steilacoom, in charge of Walter Ross, clerk.

evening arrived and anchored at Landing the Mary Dare[28] Capt. [ ? ] & the "Beaver" Steamer Captn. Steward. the Mary Dare brings a good supply of goods for the Post. Passengers Mr. Mrs. Miss & Master Work & Miss Burney[29] who is one her way to her brother's Mr. Burney at Cowlitz.

*Friday 28th.* Forenoon rain, with a strong breeze from the S. West. About eleven this Forenoon the Steamer and Brig left for Olympia to settle the customs business. Dr. Tolmie & Mr. Work have gone in Steamboat. Chaulifoux, Tapou, Cowie, Keavhaccow & five Indians busy all Forenoon cutting firewood for Steamboat the remainder of day to themselves. Northover & Fiandie ploughing. paid off T. Linklaters[30] Potatoe Gang. Crop at Linklaters[31] 1150 Bushels.

*Saturday 29th.* Forenoon Fine. A. Noon Showers. Chaulifoux, Cowie & Keavehaccow, preparing wood for enclosure round Mr. F.'s grave. Tapou cutting firewood. Oxen out after Beef, two killed to day. Gang picking Potatoes.

*Sunday 31st.* Fine. Frosty Evening [Ms. Page 21]

[*To be Continued*]

28 On the seizure of the *Mary Dare*, H. H. Bancroft writes: "In January, 1850, President Taylor declared Portland and Nisqually ports of delivery; but subsequently the office was removed at the instance of the Oregon delegate from Nisqually to Olympia, when there followed other seizures, namely, of the *Mary Dare*, and the *Beaver*, the latter for landing Miss Rose Birnie, sister of James Birnie formerly of Fort George, at Fort Nisqually, without first having landed her at Olympia. The cases were tried before Judge Strong, who very justly released the vessels. Strong was accused of bribery by the collector; but the friends of the judge held a public meeting at Olympia sustaining him. The seizure cost the government twenty thousand dollars, and caused much ill-feeling."—*History of Oregon*, II, p. 107.

29 The party is composed of John Work, chief factor of the Hudson's Bay Co., his wife, Suzette, and son; Miss Letitia Work, who in 1857 married Edward Huggins; and Miss Rose Birnie, sister of James Birnie.

30 Thomas Linklater, shepherd.

31 That is, at the company post at Tenalquot, on a prairie of the same name now in Thurston Co.

## BOOK REVIEWS

*The Days of a Man: Being Memories of a Naturalist, Teacher, and Minor Prophet of Democracy.* By DAVID STARR JORDAN. (Yonkers: The World Book Company, 1922. Two Volumes, Pp. 710, 906. $15.00.)

No serious student of the history of the Pacific Coast of the last forty years can afford to neglect these two monumental volumes by Dr. Jordan. This great leader in the marvelous expansion of science and higher education in the West presents the record of the colossal task of a life time. In the story of Dr. Jordan's career as an educator, as a student at Cornell in its earliest period, as President of Indiana University playing a leading role in the growth of the newly arisen universities of the Middle West, as the builder of Stanford University, we see gradually unfolding itself before our eyes the Westward movement of higher education and of the highest forms of human civilization.

We should be doing Dr. Jordan a grave injustice if we attempted briefly to summarize his work. One of its many interesting features are the personal recollections and glimpses of the leaders in science and in public life with whom he came in contact. Among many others we meet men like Agassiz, Luther Burbank, Hugo de Vries, Haeckel, Alfred Russell Wallace, Rudolph Eucken, William James, Bertrand Russell, Karl Lamprecht, James Bryce, W. O. Ostwald, Jack London, Joaquin Miller, John Muir, the Irwin brothers, the German Emperor, W. T. Stead, Booker T. Washington, Andrew D. White, President Harrison, McKinley, Roosevelt, Taft, Woodrow Wilson, Herbert Hoover.

Few Americans have traveled as widely as Dr. Jordan. Half of the work is taken up with the account, always fascinating, often in a humorous vein, of his extensive travels on the American Continent, in Europe and in the Orient. Many of these were expeditions in the interest of science, especially of ichthyology, Dr. Jordan's specialty.

In the summer of 1880 Dr. Jordan visited the Puget Sound region as a member of the United States Fish Commission. Writing of his impressions of Seattle at that time the author says: "And even so early the people modestly maintained that some day the population of Washington would be large enough to justify

its recognition as a state. With that idea in mind they had already laid at Seattle the foundation of the future State University, an infant institution located in a private residence on the hill. The faculty consisted of Dr. Alexander J. Anderson, the president, and his wife and daughter. To the forty students, more or less, I gave a lecture on the Dogfish—*Squalus sucklii*—a kind of shark locally abundant. Among the eager lads I remember one "Eddie Meany," now for twenty-three years the professor of American History in the flourishing university grown from the humble beginning I have indicated."

In the summers of 1897 and '98 we find Dr. Jordan as a member of the Joint British-American Diplomatic Commission investigating the Seal problem in Alaska.

A glance at the elaborate Index of the two volumes reveals the astounding wealth of material. Every significant problem of the last forty years finds an interesting treatment. The discussion of questions pertaining to the college curriculum, evolution, religion, literature and art, pragmatism, national and international politics, pacificism, the Civil War, the Great War, the Treaty of Versailles, testifies to the wide range of the interest of the author. And throughout it all Dr. Jordan emerges as an enthusiastic scientist, a profound scholar, an inspiring teacher and a courageous leader of democracy. Having reached the ripe old age of three score and ten he thus gives vent to his unbounded optimism:

> Jungle and town and reef and sea,
> I have loved God's earth and God's earth loved me,
> Take it for all in all!

LOUIS P. DE VRIES.

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*Indian and White in the Northwest: A History of Catholicity in Montana, 1831-1891.* By LAWRENCE B. PALLADINO, S. J. (Lancaster, Pa.: Wickersham Publishing Company, 1922. Pp. 512. $5.00.)

The publication in 1817 of "Thanatopsis" brought in its train the haunting desire to penetrate the mysteries.

> "Where rolls the Oregon and hears no sound,
> Save its own dashings."

This, however, with rare exceptions, ended in the desire. The practical, everyday endeavor found ample scope for adventure and enterprise in what we now denominate the "Old West."

In the introduction to the first edition of *Indian and White*

*in the Northwest,* the author gives the reason for its publication, the history of Catholicity in Montana. The story delineates in smooth composition the beginnings of civilization in "Old Oregon" thus making a wider appeal to students.

Father Palladino, the scholarly Jesuit, after a lapse of thirty years, has rewritten, corrected and added to the original in this second edition now off the press.

In the present volume we note the full and satisfactory explanation of the Garfield Treaty of 1872, long a bone of serious contention between the government and Chief Charlot.

The story of Big Ignace—Grand Eneas—through whose persistence the Jesuit Missions were finally established, in the early forties throughout "Old Oregon" by Father DeSmet, lifts this Iroquois sojourner among the Flatheads into the rank of the crusader. His tragic death in his quest and the taking up of his task by his son Francois Saxa, presents both in heroic mould.

The lives of these early Missioners, Flemish and Italian, exemplified in their devotion and self-denial with their uplifting influence upon Indian, trapper and trader, make us all their debtors.

Standing in high relief are the chapters on Father Anthony Ravalli—Priest, physician, surgeon. During the influx of the gold stampede of the sixties he served and ministered to all alike.

The drama of civilization in the "Old Oregon" country has few chapters more enthralling than that depicted by the venerable Father. *Indian and White* should be on the shelves of public and private libraries throughout the confines of the territory it covers.

JAMES H. T. RYMAN.

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*Menzies' Journal of Vancouver's Voyage, April to October, 1792.* Edited by C. F. NEWCOMBE, M. D. (Victoria, B. C.: Provincial Government, 1923. Pp. 171. $5.00 in cloth, $3.00 in paper covers.)

There is a charming appropriateness about the choice of editor for this important publication. Dr. C. F. Newcombe is a trained physician whose love for botany, history and Indian lore has led him into numerous investigations resulting in discoveries and publications of real importance. Those qualities seem exactly to parallel those of Dr. Archibald Menzies, surgeon and botanist of the great Vancouver expedition of discovery in 1792. With capti-

vating affection, one physician revives the work of another more than a century later.

Vancouver's own original journal of the expedition, published first in 1798 and again in 1801, is of course well known. However, the work was of such importance that supplemental journals by others of the same party are accepted greedily by all who are at all familiar with the fundamental values for history and science.

Doctor Newcombe has brought together biographical information about Menzies and his family, illustrated by reproductions of rare portraits, pictures and fac-similes of handwriting. In the preface he shows the important bearings of the journal, showing familiarity with the literature involved. The journal itself he has faithfully reproduced, retaining the quaint spelling, capitalization and punctuation. His contributions to this part of the work are in the form of brief scientific or historical notes neatly arranged on the outer margins of each page. He has added an appendix giving a list of the plants collected by Menzies, which list he has carefully, though briefly, annotated. In this connection he reprints six botanical plates extending back in some cases to the time of the discoveries. The appendix also contains notes on ethnographical and other observations, a bibliography and two valuable maps from Vancouver's original Atlas.

The biographical "note" and the letter of transmittal are by John Forsyth, Librarian and Archivist of British Columbia. The book is listed as Archives Memoirs V. British Columbia is showing a commendable spirit toward the work in history, and this in spite of the well known strain of war taxes.

EDMOND S. MEANY.

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*Ox-Team Days on the Oregon Trail.* By EZRA MEEKER and HOWARD R. DRIGGS. (Yonkers-on-Hudson, N. Y.: World Book Company, 1922. Pp. 225.)

Ezra Meeker, best known of Western pioneers of the present day, loves the little "Ox Team" for his books. He has published several. This one is revised and edited by Howard R. Driggs, Professor of English, School of Education, University of Utah, who says his love of pioneer stories drew him to the venerable author.

This new edition is illustrated with drawings by F. N. Wilson, and with photographs. One of the latest illustrations is a photograph of Mr. Meeker in an airplane in 1921, by way of contrast

with his ox-team of 1852. The publishers have a series called "Pioneer Life Series." The book will have an honored position in such company.

---

*The Land of Beginning.* By FREDERICK C. DAHLQUIST and THEODORE E. FAULK. (Portland, Oregon: Commonwealth Publishing Co., 1922. Pp. 96.)

The book deals with the manifold industries and investment opportunities in Oregon. It is illustrated with beautiful pictures in color, including, as frontispiece, H. A. MacNeil's bronze statue, "The Coming of the White Man."

---

*Achievements of Captain Robert Gray.* By FRANCIS E. SMITH. (Tacoma: The Author, 1922. Pp. 12. Fifty cents.)

The pamphlet is neat and attractive. It quotes from many sources. The author endeavors to show that Captain Gray did work of discovery which the world has credited to Captain George Vancouver. He does not prove his case and in his efforts he minimizes the work of Vancouver. Both explorers deserve all the credit that can justly be given them. All available documents are being published from year to year. They are sure to be properly interpreted for they are fundamental in the history of the Pacific Northwest.

---

*A Homesteader's Portfolio.* By ALICE DAY PRATT. (New York: The Macmillan Company, 1922. Pp. 181, $2.00.)

Miss Pratt began by living in a tent and raising White Leghorns on her homestead in Oregon. The book is written in spirited style and will find a sympathetic reading by homesteaders and by any who love the out-of-doors.

---

*National Park Service, Report of the Director, for 1922.* By ARNO B. CAMMERER, Acting Director. (Washington: Government Printing Office. Pp. 173.)

As in former reports, the first seventy-seven pages are devoted to the work as a whole. The balance of the book is given over to appendices, in which may be found the year's statistics and reports by the superintendents of the different parks. The

report on Mount Rainier National Park is by C. L. Nelson, Acting Superintendent; and covers pages 123-127. It is filled with compact information including a table showing a total of 70,376 people visiting the park during the year. The report is sure to be referred to by future writers on this wonderful playground of the people.

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*The Mountain Peaks of Colorado.* By ROGER W. TOLL. (Denver: The Colorado Mountain Club, 1923. Pp. 59.)

The author, Roger W. Toll, was formerly superintendent of the Mount Rainier National Park, and at present he holds that position in the Rocky Mountain National Park. This present work is a collection of statistics about all the peaks of Colorado. It is not generally realized that Colorado has forty-six peaks which are 14,000 or more feet above sea level. There are 1,029 of the peaks above 10,000 feet elevation.

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*List of References on the History of the West.* By FREDERICK JACKSON TURNER and FREDERICK MERK. (Cambridge: Harvard University Press, 1922. Pp. 156.)

This is a revised edition of the valuable work intended primarily for use in Harvard University, but useful anywhere if a systematic collection of titles is needed. The name of Professor Turner has long been intimately associated with the history of the West.

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*Bureau of American Ethnology, Thirty-fourth Annual Report, 1912-1913.* (Washington: Government Printing Office, 1922. Pp. 281.)

*Archeological Investigations.* By GERARD FOWKE. (Washington: Government Printing Office, 1922. Pp. 204.)

These two scientific works have been delayed by reconstruction pressure since the war. The letter of transmittal of the first is dated August 5, 1913, and of the second February 17, 1920. The "Accompanying Paper" with the first volume is devoted to "A Prehistoric Island Culture Area of America," by J. Walter Fewkes. It occupies pages 35-281. Abundand illustrations add greatly to the value of the paper.

The second volume, Bulletin 76, is also sumptuously illustrated. The five subdivisions of the work are as follows: "Cave Explorations in the Ozark Region of Central Missouri," "Cave Explorations in Other States," "Explorations Along the Missouri River Bluffs in Kansas and Nebraska," "Aboriginal House Mounds," "Archeological Work in Hawaii."

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## OTHER BOOKS RECEIVED

BUFFALO HISTORICAL SOCIETY. *Reports of the President and Secretary Submitted at the Annual Meeting, January* 9, 1923. (Buffalo: Printed for the Members, 1923. Pp. 72.)

FELL, EDGAR T. *Recent Problems in Admiralty Jurisdiction.* (Baltimore: Johns Hopkins University, 1922. Pp. 136.)

FRIES, ADELAIDE L. *Records of the Moravians in North Carolina.* (Raleigh: Historical Commision, 1922. Volume 1, Pp. 511.)

HOUSE, R. B. *North Carolina Manual,* 1923. (Raleigh: Historical Commission, 1923. Pp. 508.)

HUIDEKOPER, FREDERIC LOUIS. *Illinois in The World Wars History of the Thirty-third Division, A.E.F.* (Springfield: State Historical Library, 1922. Three Volumes and Portfolio.)

IDAHO STATE HISTORICAL SOCIETY. *Eighth Biennial Report of the Board of Trustees.* (Boise, The Society, 1922. Pp. 42.)

ILLINOIS STATE HISTORICAL SOCIETY. *Transactions,* 1921. (Springfield: State Historical Library, 1922. Pp. 225.)

MASSACHUSETTS HISTORICAL SOCIETY. *Proceedings,* Volume 55. (Boston: The Society, 1923. Pp. 387.)

NEVADA HISTORICAL SOCIETY. *Papers,* Volume 3. (Reno: The Society, 1922. Pp. 237.)

ONTARION HISTORICAL SOCIETY. *Papers and Records,* Volumes 19, 20. (Toronto: The Society, 1922, 1923. Pp. 191, 184.)

SOUTH DAKOTA HISTORICAL DEPARTMENT. *Historical Collections,* Volume 11. (Pierre: State Printer, 1922. Pp. 600.)

UTLEY, GEORGE B. *Source Material for the Study of American History in the Libraries of Chicago.* (Reprinted from the Papers of the Bibliographical Society of America, Volume 16, Part 1, 1922. Pp. 46.)

VAN DER ZEE, JACOB. *The British in Iowa.* (Iowa City: State Historical Society, 1922. Pp. 340.)

## PACIFIC NORTHWEST AMERICANA

*Auction Sales*

Duplicates from the Library of Mr. Henry E. Huntington were sold at the Anderson Galleries, January 8-10, 1923. The collection comprised 1014 lots relating to the Far West and brought $20,924.50. Following closely upon several other large sales of Western Americana, it is not surprising to find many of the items brought lower sums than those obtained earlier in the season. The following are examples of standard items going at low figures: Bulfinch's *Oregon and Eldorado,* $1; Burnett's *Old Pioneer,* $5; Corney's *Voyages in the North Pacific,* $5; Cornwallis's *New Eldorado,* $1.50; Falconer's *Oregon Question* (first edition), $4; Lee and Frost, *Ten Years in Oregon,* $2.50; Manring's *Coeur d'Alenes,* $1; Meeker's *Pioneer Reminiscenses,* $1.50; Oregon Historical Society, *Quarterly,* Volumes 1-22, $17; Oregon Pioneer Association, *Transactions,* 1875-1916, complete and partly bound, $18; Rattray's *Vancouver Island,* $1.25; Smalley's *Northren Pacific Railroad,* $1.50; Swan's *Northwest Coast,* $1.50; Winthrop's *Canoe and the Saddle,* (first edition) $0.50.

The following prices were paid for scarce items:

| | |
|---|---|
| Kelley, *Geographical Sketch* (*Checklist* 2008) | $ 95.00 |
| Johnson and Winter, *Route Across the Rocky Mountains* (*Checklist* 1966) | 310.00 |
| Kip, *Indian Council in the Valley of the Walla Walla* (*Checklist* 2042) | 210.00 |
| Leonard, *Narrative of the Adventures of Zenas Leonard* (First edition, not in *Checklist.* Wagner 66) | $1700.00 |
| McDonald, *Hidden Treasures* (*Checklist* 2312) | 29.00 |
| Marshall, *Acquisition of Oregon* (*Checklist* 2381) | 25.00 |
| Mercer, *Washington Territory* (*Checklist* 2458) | 200.00 |
| Sage, *Scenes in the Rocky Mountains* (*Checklist* 3386) | 100.00 |
| Tarascan, *Louis Anastasius Tarascan, to his Fellow Citizens.* (Rare Oregon item not in *Checklist*) | 350.00 |
| Dimsdale, *Vigilantes of Montana* (*Checklist* 969) | 100.00 |
| Wilkes, *Memorial for a National Railroad* (Not in *Checklist*) | 105.00 |
| Wyeth, *Oregon* (*Checklist* 4478) | 215.00 |

On February 5-6, 704 lots of Far West Americana were sold at Anderson's, the total sales amounting to $12,514.75. The number of rare items was not large but included some interesting and unusual titles. Among these the following:

Association de la Propagation de la Foi. *Notice sur les Missions du Diocese de Quebec* (*Checklist* 122)_____$120.00
*Annales de la Propagation de la Foi,* Montreal, Complete set, Nos. 1-113, 1877-1914 (Not in *Checklist*)_____ 240.00
Bolduc, J. B. Z., *Mission de la Columbie* (*Checklist* 378___ 220.00
Bolduc, J. B. Z., *Mission de la Columbie; Deuxieme Lettre* (*Checklist* 379)_____ 405.00
Brown, J. H. *Salmen Directory,* Salem, Oregon, 1871 (*Checklist* 490) _____ 125.00
Hastings, L. W. *Emigrants Guide* (*Checklist* 1624)_____ 520.00
Lander, F. W. *Pacific Railroad* (Not in *Checklist*)_____ 185.00
Maguire, H. N. *Historical Sketch and Essay on the Resources of Montana* (Not in *Checklist*)_____ 390.00
Merrill, D. D. *Northern Route to Idaho and the Pacific Ocean* (Not in *Checklist*)_____ 230.00

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*The Harvey W. Scott Memorial History*

Collectors and students will be glad to know that good progress is being made upon the five volume "History of the Oregon Country," being prepared by Leslie M. Scott. The work is being printed at the Riverside Press of Cambridge, Massachusetts, and has reached the stage of final proofs and index. On request, Mr. Scott has supplied the following information: "The text is made up wholly of the writings of Harvey W. Scott on topics of Pacific Northwest history, arranged in historical order. The text articles average 900 words in length. They are grouped under subjects of discovery, exploration and settlement, with many subheads in each of these groupings. Mr. Scott wrote copiously on the history of Western Washington. Most of the matter, however, pertains to Oregon.

"I have not yet decided upon the distribution price: that will depend upon costs which are yet to be determined. But this is not a money-making enterprise: rather a memorial to Harvey W. Scott and a gift to the people of Oregon and Washington.

"The footnotes are full and frequent and the appendix contains many topical subjects of my own, gained from newspaper files and a consecutive reading thereof, covering a fifty year

period. Many subjects of lasting interest came out of that reading. I have endeavored to base the work on best bibliographical references.

"This book, needless to say, contains no paid matter. The field will not be canvassed prior to publication. The first or sample edition will consist of 200 copies, and upon them and the favor they find the distribution of the second press run will be based. I hope to have the work out this year."

---

### *"Observations and Impressions of the Journal Man"*

For ten years, Mr. Fred Lockley has conducted a column in the *Oregon Journal* devoted to the history of the Oregon Country. The material has appeared daily on the editorial page. At first, the title was "The Oregon Country", later it was changed to "Early Days in Oregon" and still later to "Earlier Days in Oregon". For the past few years the department has been conducted under the caption "Observations and Impressions of the Journal Man."

Mr. Lockley has in this way secured and printed interviews with several thousand pioneers of the West. As historical sources, these reminiscences do not carry the weight of contemporaneous documents. They have done much, however, to fill out and correlate detached parts of the story of pioneer days. Appearing in a widely circulated newspaper, they have stimulated and kept alive an active interest in Oregon history. The value of the series would be greatly increased if the more significant parts were to be brought together in convenient and permanent form.

---

### *A New Recruit*

Another library has joined the list of those cooperating in bibliographic work in Pacific Northwest history. Miss Lucy M. Lewis, Librarian of the Oregon Agricultural College, Corvallis, Oregon, has forwarded to the writer a card list of some 300 *Checklist* items to be found in that Library together with some 60 additional titles suggested for entry in a new edition. She has expressed also a willingness to support such future bibliographic publications as may be undertaken in the Pacific Northwest.

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---

*Nevada Meeting*

Another library has joined the list of those [illegible] bibliographic work in Pacific Northwest history. Miss [illegible] Lewis, Librarian of the Oregon Agricultural College, Corvallis, Oregon, has forwarded to the writer a card list of some 500 *Checklist* items to be found in that Library together with some 60 additional titles suggested for entry in a new edition. She has expressed also a willingness to support such future bibliographic publications as may be undertaken in the Pacific Northwest.

## NEWS DEPARTMENT

### *Ranald MacDonald*

The book giving the remarkable experiences of Ranald MacDonald in Japan before the visit of Matthew Calbraith Perry is now being printed in Spokane by the Eastern Washington State Historical Society. The original journey by MacDonald is being edited by William S. Lewis and Prof. Naojiro Murakimo. Mr. Lewis wrote on March 1, 1923, that they expected to have the book off the press within sixty days.

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### *Voyage of the "Ruby"*

Mr. John Forsyth, Librarian and Archivist of British Columbia, is at work editing for publication Bishop's "Journal of a Voyage to the Northwest Coast in the Ship Ruby, 1795." It will be awaited with interest.

---

### *Signatures of Pioneers*

Harry B. McElroy has sent a manuscript record of the proceedings in the House of Representatives, Territorial Legislature of Washington, for 1866. The proceedings are available in published form but this manuscript form carries the signatures of such pioneers as J. J. H. van Bokkelan, C. Clymer, J. W. Brazee, Lee Hancock, F. Henry, Charles Eagan.

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### *Thesis on Whitman*

Mr. James E. Babb, of Lewiston, Idaho, has sent a manuscript copy of a thesis: "Doctor Marcus Whitman, 1842-1843," by his niece, Margaret E. Babb, who graduated from Wellesley College in June, 1922. It is an interesting and carefully prepared essay.

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### *Congress of Historical Studies*

The Fifth International Congress of Historical Studies will be held in Brussels on April 8-15, 1923. The honorary committee

comprises the principal officers of the Belgian government and universities.

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### *After Fifty Years*

Mr. Robert Montgomery, editor of the *Puyallup Valley Tribune,* has issued a pamphlet giving what he calls: "A greeting to friends from one viewing the world from the serene tableland of middle life." It is filled with wholesome sentiment by one who has taken part as a newspaper man in making and recording history in the State of Washington.

---

### *Book by a Washington Man*

Ralph Haswell Lutz, Associate Professor of History, Stanford University, has just published Volume I., Number 1, in the History, Economics and Political Science Series of the Stanford University Publications. The title of the book is *The German Rvolution, 1918-1919.* It is not in the field of this *Quarterly* and is mentioned here to record an achievement of one whose boyhood was spent in Washington and whose education was, in part, obtained in this State.

He was a member of the faculty when the World War claimed his services and after the armistice he was a member of the American Military Mission in Berlin under the command of General George H. Harries, from March to August, 1919. On returning to his academic work, he was soon drafted by Stanford University to assist in the management of the great Hoover War Library at that institution.

This book of 186 pages is therefore the fruit of personal observations at the time of the revolution and also of familiar access to the greatest collection in America of World War documents.

In his preface, the author says: "The German revoltionary movements of 1918 and 1919 not only destroyed the Bismackian Empire but fundamentally altered the life and institutions of the German people. Although it has as yet received little attention from historians, a knowledge of the revolution is essential to an understanding of contemporary Germany and of those economic and political problems resulting from the defeat of the German Empire in the World War."

# The Washington Historical Quarterly

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VOL. XIV. NO. 3 JULY, 1923

*ISSUED QUARTERLY*

Two Dollars per Year

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THE WASHINGTON UNIVERSITY
STATE HISTORICAL SOCIETY
UNIVERSITY STATION
SEATTLE, WASHINGTON

Entered as second-class matter, November 15, 1906, at the Postoffice at Seattle, Washington, under the act of Congress of July 16, 1894.

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University of Washington Press

VOL. XIV., No. 3 July, 1923

The
Washington Historical Quarterly

# INRODUCTION OF CATTLE INTO THE PACIFIC NORTHWEST

The domestic animals have enabled the European peoples to take and hold economic possession of new lands. Where grass grows and water runs cattle have helped man to live; their leather has clothed his feet; their milk and flesh have furnished food; their sturdy shoulders have drawn his loads. The Oregon country is well adapted to all kinds of livestock and early in its history the future possibilities of the cattle industries were noted.

The first cattle in the Pacific Northwest were brought to Nootka Sound during the time that the Spanish Government kept an armed force there to maintain Spanish claims. In 1789, work was begun, but for reasons not known, was discontinued in the late fall, and the expedition withdrew. The Spaniards under the command of Eliza, reoccupied the site in 1790, and constructed a fort and buildings that housed the garrison until the final evacuation in 1795. Cattle were brought, either from Mexico or California, that are mentioned in more than one description of Nootka during the period of Spanish occupation. They seem to have been black in color, and are so described by Vancouver who arrived at Nootka in the last days of August, 1792. He says:

"The poultry, consisting of fowls and turkies, was in excellent order as were the black cattle and the swine".

The unknown author of the "New Vancouver Journal" gives more information regarding the livestock at Nootka:

"In the evening the Governor [Quadra] sent a couple of fine sheep with a large stock of cabbages, &c. on board each of the vessels . . . . . The live stock consisted of about ten head of cattle, some sheep and goats, and poultry of all kinds. Their stock, we were informed, had been much larger, but expecting that we should have been much earlier with them,

they had been very liberal with it, and as it was supposed that on receiving the Port, one of our vessels would remain here, the remainder of the stock was intended to be left with us . . . . . All the ships in the Cove were regularily supplied with hot rolls, milk, and vegetables every morning—such was the hospitable and friendly attention of Seigr. Quadra."[1]

Vancouver was favorably impressed with the qualities of the Spanish cattle, and although he and Quadra represented antagonistic national interests, they were on excellent personal terms. Accordingly, when in 1793 Vancouver expressed the wish to obtain "some black cattle and sheep for the purpose of establishing a breed of these valuable animals in the Sandwich Islands", we find Quadra displaying that generosity that endeared him to all the shipmasters that called at Nootka. "A dozen, being as many as we could possibly take on board, were immediately provided, consisting of four cows, four ewes, two bulls, and two rams", is Vancouver's record of the matter.

In this connection it should be of interest to note the first use of cattle within the limits of the State of Washington. In March, 1792, the Spaniards established at Neah Bay a settlement that they called "Nunez Gaona." They abandoned this place in October of the same year bringing their personal property to Nootka. The "New Vancouver Journal" contains this information:

"He [Fidalgo] brought with him from the late settlement in Defuca no less than 8 head of cattle, besides poultry in abundance, hogs, goats, sheep, etc".[2]

The Spanish settlements were made for purely political reasons; they had no commercial or economic interests. When the Spaniards withdrew, their black cattle are seen no more, and the resumption of the industry awaited the coming of another people who were to hold the shores of northwestern America with a firmer grasp.

Alexander Henry was at Fort George (Astoria) on the Columbia early in the year, 1814. In his journal he writes of the various happenings that gave piquancy to a fur trader's life: McDougall's and Ignace's women engage in a brawl; the hens hatch a disappointingly small number of chickens; the oil in which the taroo pancakes are fried is bad. In March appears this item which throws light on the livestock situation:

1 *Washington Historical Quarterly*, V, p. 223.
2 *Id.*, VI, p. 57.

"We get a little milk from our goat which is a great luxury as we have neither sugar or molasses for our coffee".[3]

At this time there were no cattle in Oregon. Ross Cox gives an amusing account of an attempt to secure two cows in the Sandwich Islands to bring to the Columbia on the *Beaver* in 1812. The cows were purchased from the king who sent a hundred men to assist the Americans in capturing the cattle. They were as wild as deer, but not so gentle, for after they had been driven into a corral the infuriated creatures broke down the enclosure and chased the natives into the trees. The only way the cows could be secured was to shoot them. The *Beaver* sailed to the Columbia with no cattle but with a drove of hogs aboard. These were the first domestic animals to be carried to Astoria as the sheep, hogs, and goats which the *Tonquin* had taken the year before had been all killed or swept overboard in a violent storm before reaching the Columbia.[4]

In April, 1814, the *Isaac Todd* came into the Columbia bringing Donald McTavish and several other gentlemen of the North West Company, also Jane Barnes of whom both Cox and Henry record a number of interesting particulars. But there is one small entry of more than usual importance that is found in the Henry Journal under the date, Saturday, April 23:

"At 6.30 a boat with six men landed two young bulls and two heifers brought from San Francisco".

Peter Corney was in the Columbia several times between the years 1813 and 1818 and a part of his description of Fort George as it was in October, 1817, reads as follows:

"At this settlement they have cleared about 200 acres of ground and planted about 20 acres of potatoes for the use of the gentlemen, their object being to collect furs and not to cultivate or improve the land. They have about 12 head of cattle, with some pigs and goats, imported from California; their stock does not increase for want of proper care, the wolves often carrying off goats and pigs."[5]

The little herd iincreased slowly during the final years of the North West and the beginning of the Hudson's Bay Company periods, and there are occasional references to the presence and the use of cattle. David Douglas and Dr. John Scouler arrived in

3 Ross Cox, *Adventures on the Columbia River*, etc. (New York, Harper, 1832), p. 50.

4 Alexander Ross, *Adventures of the First Settlers on the Oregon or Columbia River*, etc. (London, Smith, 1849), p. 75.

5 Peter Corney, *Voyages in the Northern Pacific* (Honolulu, Thrum, 1896), p. 81.

the Columbia in April, 1825, and Douglas states that a canoe came to the ship with fresh provisions, potatoes, and butter.[6]

Dr. Scouler, in writing of Fort George, says that the woods afforded plenty of pasturage to the cattle which were not very numerous and consisted only of hogs brought from Owyhee and bullocks from Monterey.[7] The rest of the cattle had probably at this time been transfered to Vancouver, for the same writer, in another place, mentions the fact that, "a large plain between the fort [Vancouver] and the river affords abundance of pasture to 120 horses besides other cattle."

It would seem that comparatively little attention was given to the cattle up to the time of the coming of Dr. McLoughlin. When he assumed charge a definite policy was adopted looking forward to the regional possibilities of the cattle industry. After Dr. McLoughlin's death an autobiographical sketch was found among his papers which is printed in the Transactions of the Oregon Pioneers' Association for 1880. In this paper is the outline of the plan to develop the cattle industry in Oregon.

"In 1825 from what I had seen of the country, I formed the conclusion, from the mildness and salubrity of the climate, that this was the finest portion of North America that I had seen for the residence of civilized man, and as the farmers could not cultivate the ground without cattle, and as the Hudson's Bay Company had only twenty seven head, big and small, and as I saw at the time no possibility of getting cattle by sea, and that was too expensive, I determined that no cattle should be killed at Vancouver except one bull calf every year for rennet to make cheese, till we had ample stock to meet all our demands, and to assist settlers, a resolution to which I strictly adhered, and the first animal killed for beef was in 1838; till that time we had lived on fresh and salt venison and wild fowl."

With such an increase as could confidently be expected the cattle would come to supply in time a great part of the food required for the Company and its servants while beef and dairy products would be articles of export. In the same document the Doctor tells why he refused to sell cattle to settlers but assisted them by the loan of cows:

"I lent them each two cows as we had in 1825 only twenty-seven head, big and small, old and young. If I had sold they would of course be entitled to the increase, and I would not have

6 *Quarterly of the Oregon Historical Society*, V, p. 241.
7 *Id.*, VI, p. 166.

the means to assist the new settlers, and the settlement would be retarded, as those purchasers who offered me two hundred dollars a head for a cow would put such a price on the increase as would put it out of the power of the poor settlers to buy. This would prevent industrious men settling. For these seasons I would not sell but loaned as I say, two cows to each settler and in case the increase of settlers might be greater than we could afford to supply with cattle, I reserved the right to take any cattle (above his two cows) from any settler to assist a new settler."

It should be added that when stock died while in the possession of the settler that the Company did not hold him responsible. The policy of loaning cattle then had the merit of giving the settlers the use of oxen for farm operations and of cows for milk and dairy purposes. Such a plan was characteristic of the wisdom and practical benevolence of Dr. McLoughlin and would work advantageously for the settlers as long as the number of cattle remained small; but when the herds had grown to large proportions the same plan would hamper the economic development of the colony.

F. V. Holman, in his biography of Dr. McLoughlin, writes with reference to the conservation of the cattle that the first animals were killed for food in 1838. In this he follows the Doctor's own account, quoted above, which was written toward the close of his life and apparently largely from memory. The date should have been 1836, however. William A. Slacum states in his report prepared in March, 1837, with reference to the cattle at Vancouver:

" . . . . . last year they salted seventy and have over 1000 head of neat cattle from their stock."[8] Spaulding, writing from Vancouver in October, 1836, says that a few were killed that year.[9] In a letter written in 1837, Dr. McLoughlin makes the following statement:

"I killed forty head of cattle last summer so you see the taboo is broken."[10]

It is probable that no cattle were killed strictly for beef before 1836, although Francis Lemont, who was in the crew of the *Owyhee* when it entered the Columbia in 1829, says that Dr McLoughlin sent potatoes and a quarter of beef to the ship.[11] George Allen, in a letter dated March 16, 1832, and written at Vancouver, states that the doctor had not yet killed any of the

8 *Id.*, XIII, p. 202.
9 *Ibid.*, p. 374.
10 *Washington Historical Quarterly*, V, p. 195.
11 *Quarterly of the Oregon Historical Society*, III, p. 38.

cattle,[12], and John Ball who spent the following winter there makes the same statement in his journal.[13]

There may have been some criticism on the part of subordinates who had grown tired of a wild fowl, venison and salmon diet, for Dr. Tolmie, in speaking of conditions at Vancouver in 1833, writes:

". . . . . there was good cheer altho the doctor, autocrat of the breakfast as well as of the dinner table was said by some, Ermatinger for one, to have abstained too long from the general use of beef and mutton".[14]

Facts regarding the growth of the herd are found in the accounts of those who visited Vancouver, and while the estimates differ, there is a general agreement as to its rapid increase. Jedediah Smith, who was at Vancouver in the winter of 1828-29, says that there were about 200 cattle at the fort.[15] Dr. McLoughlin, in a letter dated March 1, 1833, writes:

"Our stock of cattle is between 400 and 450, exclusive of what we supplied other places, and you know in 1824 we had only 17 cows."[16] John K. Townsend, the naturalist, was at Vancouver in 1834-35, and his *Narrative* contains the following account:

"In the propagation of domestic cattle the doctor has been particularly successful. Ten years ago a few head of neat cattle were brought to the fort by some fur traders from California. These have now increased to near seven hundred. They are a large framed, long horned breed, inferior in their milch qualities to those of the United States but the beef is excellent, and in consequence of the mildness of the climate it is never necessary to provide them with fodder during the winter, an abundant supply of excellent pasture being always found."[17]

John Ball had seemingly heard the same story, for he writes that the Company had brought a bull and six cows from California seven years before, and that according to their account they had raised from this source four hundred head of cattle. Later, in writing to his parents, he repeats the story, but adds cautiously, —"if I have been correctly informed."[18] Apparently there were various stories floating around Vancouver and the Towensend-Ball account is an example of the way a local legend tends to form.

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12 *Washington Historical Quarterly*, II, p. 41.
13 *Quarterly of the Oregon Historical Society*, III, p. 100.
14 *Transactions of the Twelfth Annual Reunion of the Oregon Pioneer Association for* 1884.
15 *Quarterly of the Oregon Historical Society*, IV, p. 397.
16 *Washington Historical Quarterly*, II, p. 168.
17 John Kirk Townsend, *Narrative of a Journey Across the Rocky Mountains to the Columbia River*, (Phila.: Perkins, 1839), p. 171.
18 *Quarterly of the Oregon Historical Society*, III, pp. 100, 102.

There is the suggestion of some similar foundation story in an account found in *Bancroft*:

"China and the Hawaiian Islands furnished hogs and the Russian settlement at Fort Ross the first cattle. These were driven up along the shore, and considering the inlets, bays, rivers, and mountains, to say nothing of the natives, it was an extremely hazardous undertaking."[19]

Bancroft does not give the source of his information and it is probably to be regarded as apocryphal. The principal points in the history of the herd are clear: the foundation stock was brought from Californiai in 1814, and probably formed a part of the small herd seen by Corney in 1817. Given little attention by the North West fur traders, McLoughlin found but 27 head in 1825, but from this date the increase is rapid. Notice should also be taken of the fact that in all the contemporary accounts there is no suggestion that the cattle are other than Spanish or Mexican stock. Attention should be called to this matter because there is another story bearing on the origin of the Hudson's Bay cattle which appears to be purely traditional. It is that about 1825 three Durham cattle were brought from England to furnish milk, butter, and cheese for the gentlemen at Vancouver. As the story goes, Dr. McLoughlin took great care of the stock and soon had a fine herd of English cattle. This appears in Elwood Evan's *History of the Pacific Northwest*[20] but it is doubtful if Mr. Evans was responsible for the part of the work in which the account is found.

Samuel Parker was at Vancouver in the winter of 1835-36, and states that there were at the fort 450 head of neat cattle, and also that this number did not include the stock at other stations. Spaldinig writing in October, 1836, says that there were 700 head at Vancouver and between 20 and 100 at the other forts.[21] William A. Slacum visited Vancouver about the first of the year, 1837, and according to his report there were 1000 head of neat cattle, 700 hogs, 200 sheep, 450 to 500 horses, and 40 yoke of working oxen. He further states that in 1818 there were but two cows and one bull, from which 1000 head had been bred in 19 years. Evidently we have here a confusion of two dates, 1818 for 1814.[22]

As we have seen, the first cattle were killed in 1836; at that time the herd at Vancouver amounted to at least 700. Besides,

19 Bancroft, *History of the Northwest Coast*, II, p. 443.
20 *History of the Pacific Northwest: Oregon and Washington* (North Pacific History Company, 1889), II, p. 126.
21 *Quarterly of the Oregon Historical Society*, XIII, p. 374.
22 *Ibid.*, p. 202.

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As we have seen, the first cattle were killed in 1830, at [illegible] time the herd at Vancouver amounted to at least 700. Hoskins

19 Bancroft, *History of the Northwest Coast*, II, p. 412.
20 *History of the Pacific Northwest*, Oregon and Washington (Pacific Pacific History Company, 1889), II, p. 120.
21 *Quarterly of the Oregon Historical Society*, XIII, p. 274.
22 *Ibid.*, p. 202.

some cattle had been loaned to the Willamette settlers, and a few had been sent to Colville, Nisqually, and other posts. At first all the bullocks were needed as oxen on the farms and at the mills, but by 1836 a surplus of steers was accumulating that could be used for beef. Although the cattle of the Company had increased rapidly Dr. McLoughlin was not yet ready to modify his plan so far as selling cattle to the settlers was concerned. As he saw the interests of the Company it was advisable to continue to increase the productive part of the herd. Captain Belcher complained that in 1839 he could not get fresh beef from the Hudson's Bay Company, but if the bullocks of that year had already been killed, a supply for the ships would have meant the depletion of the cows and oxen. However, the fact that Dr. McLoughlin furnished a considerable part of the money that the Ewing Young party took to California in 1837 would go to show that, whatever his attitude may have been on the sale of the Company's cattle as a business matter, it was not his intention to endeavor to hold the settlers in a benevolent vassalage.

Where it was practicable the Company would send a small number of cattle and pigs to their distant posts. In his evidence before the Commissioners in the Hudson's Bay Claims, Thomas Nelson testified that Dr. McLoughlin told him in 1853 that the cattle were sent to the posts partly for the sake of the Company's own people and partly to help in civilizing the Indians, and mentioned the sending of three or four cows to Fort Hall in 1835 or 1836 as gifts to the Indians. According to this information given Nelson, cattle were first sent to Okanogan in 1826. In 1832 we know that cattle had been established at Fort Langley near the mouth of the Fraser River, because Archibald McDonald writes from there that he has four milch cows.[23]

There were important farming and livestock interests at Fort Colville, and it is possible to follow accurately the growth of its herd of cattle. John Work's *Journal* for April 11, 1826, contains this entry:

"They brought three pigs and three young cows from Fort Colville."[24]

Mr. T. C. Elliott observes with respect to this item that it marks the beginning of the pork, beef, and dairy business in Stevens County in particular and in all the Inland Empire in general. On August 5, of the same year, John Work adds this information:

23 *Washington Historical Quarterly*, I, p. 266.
24 *Id.*, V, p. 284.

"The horses, cattle, and pigs very fat but the grass is getting dry."[25]

The little herd did wonderfully well among the pleasant hills of the upper Columbia for we have a letter of Archibald McDonald, dated January 25, 1837, in which this paragraph appears:

"What think you this winter, upwards of 5000 bushels of grain—namely 3000 of wheat, 1000 of corn, and 1200 of other grain. Your three calves are up to 55 and your three grunters would have swarmed the country if we did not make it a point to keep them down to 150."[26]

Lieutenant Johnson of the Wilkes Expedition was at Okanogan and Colville in 1841 and reported that there were 35 head of very fine cattle at the former post, furnishing an abundance of milk and butter. No cattle as yet had been killed at Okanogan. At Colville the herd numbered 196[27] and he was informed that small herds were maintained at both Fort Alexandria and Fort George on the upper Fraser. Less attention seems to have been given to the cattle at Colville in later years. Angus McDonald testified (Hudson's Bay Co. vs. U. S.) that from 15 to 30 were kept, and that the cattle pastures were rarely changed except in severe winters, when all cultivated fodder was consumed and they were then driven out to feed on the moss of newly cut trees.

Lieutenant Wilkes was in the Oregon country in 1841 and in his report he makes a number of references to the cattle and other live stock of the region, and generally speaks in terms of high praise of the industrial results secured by the two British companies. Twenty-five years afterwards, as a witness before the Commissioners on the Claims of the Puget Sound Agricultural and Hudson's Bay Companies, he modified his evidence considerably from the account given in the report. He stated in 1866 that he embodied in the report what was told him by the officers at the trading posts and that in certain particulars his own observations did not bear out their statements. In the report appears the description of the Nisqually dairy of seventy cows; in his later evidence Wilkes thinks from the men and equipment that he saw that the dairy was much smaller. As Vancouver he says in the report:

"I saw two or three very fine bulls that had been imported from England."[28]

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25 *Id.*, VI, p. 37.
26 *Id.*, II, p. 255.
27 Charles Wilkes, *Narrative of the United States Exploring Expedition during the Years* 1838, 1839, 1840, 1841, 1842. (Phila., Lea & Blanchard, 1845), IV, p. 445.
28 *Ibid.*, p. 334.

When interrogated on this point he answered that he thought he saw one or two.

There is an interesting question here regarding the importation of breeding stock from abroad. Wilkes writes:

"They [The Puget's Sound Agricultural Company] began by making large importations of stock from California and some of the best breeds of cattle from England."[29]

It is also a notion loosely held among stockmen in the grazing districts that a part of the improvement of the original California stock in the Northwest was due to the importation of blooded bulls from England by the Hudson's Bay Company. But Mr. Charles Day, counsel for the two British companies, made no assertion of the kind in his final argument before the commissioners when he reviewed all the evidence offered by the claimants. He stresses as a part of the cost of construction of the different posts of the claimants, the fact that they had to bring their servants all the way from Canada and England; and if he could have shown that they had improved the native stock by the importation of blooded sires from Europe with all its inevitable cost, such a telling argument would not have been passed over.

There are only a few references to this matter, and the testimony is so vague that it carries little weight. Dugald McTavish, who had been with the Hudson's Bay Company since 1833, and who was its principal witness, was asked the question, "What was the character of the cattle?" His reply was, "I think they were principally of the California stock, those that were herded out of the way. There was however at the different dairies, a number of cows of improved breeds which were kept and guarded in the neighborhood of the dairies."

Neither on direct or cross examination was there any disposition shown by either Mr. Cushing or Mr. Day to develop this line of evidence. It might be thought that both men regarded the Northwest as still in the hide and tallow stage of the cattle business.

There is a remark by Sir George Simpson which throws some light on the nature of the cattle at the Columbia dairies of which McTavish spoke:

"At the dairy [Wappatoo Island] we found about a hundred milch cows that were said to yield on an average not more than sixty pounds of butter each in a year."[30]

29 *Ibid.*, p. 308.

30 Sir George Simpson, *Narrative of a Journey Round the World During the Years 1841 and 1842* (London, Colburn, 1847), I, p. 174.

So small a production would go to show that the cows were either unimproved California stock, or that if any improvement had been brought about, that it was slight.

There is, however, another source from which some better breeding stock may have come. In the winter of 1835 Nathaniel J. Wyeth sent the *May Dacre* to the Sandwich Islands with a cargo of lumber, and on her return trip she brought some cattle, sheep, goats, and hogs. These Wyeth placed at his establishment on Wappatoo Island.[31] A letter in the possession of the Oregon Historial Society, dated June 12, 1876, from Dr. W. F. Tolmie to Matthew P. Deady bears on this point:

"I have seen Sir James Douglas . . . . He thinks that the early Astorians imported the cereals and domestic animals from California principally and also from the Sandwich Islands. The H. B. Co. obtained some valuable cows from Nathaniel Wyeth, who got them either from the Sandwich Islands or farther off. I remember admiring one of them at Vancouver forty years ago when the Puget Sound Agricultural Company was set on foot. Thoroughbred sheep of various breeds, Cheviot, Southdown, Leicester, and Merino, were in small quantities imported from England and kept at Vancouver, Nisqually, and Cowlitz. These importations were continued for some years. In 1840 the Company had a large number of California sheep brought into the territory which were in greatest numbers kept at Nisqually. Improved breeds of hogs were brought from London and Scotch collies and sheep dogs likewise."[32]

This quotation is valuable in more ways than one. Taken in connection with Dr. Tolmie's positioin with the Puget Sound's Agricultural Company it ought to effectually set aside the statements of Lieutenant Wilkes regarding the importation of cattle from England. It also fails to confirm Bancroft's account of the importation of 2000 head of cattle by the Hudson's Bay Company in 1840 from California. As Bancroft has it, this great herd of cattle, together with 4000 sheep, were driven over the mountains to Oregon as Ewing Young had brought the cattle of 1837.[33] The omission of the cattle item, while confirming the importation of sheep, practically amounts to its contradiction.

At Vancouver, Wilkes states that there were 3000 cattle and 2500 sheep, while according to Simpson's account there were between 400 and 500 cattle and 1500 sheep. Simpson says that

31 "Correspondence and Journals of Captain Nathaniel J. Wyeth, 1831-6". . . edited by F. G. Young, in *Sources of the History of Oregon*, I, pts. 3-6 (Eugene, 1899), p. 255.
32 Quoted in Carey, *History of Oregon*, p. 277.
33 Bancroft, *History of Oregon*, I, p. 150.

there were 1200 cattle at Nisqually, which would indicate the transfer of a large part of the herd from Vancouver. The fact that Simpson makes no mention of imported bulls, although he too was there in 1841, is also to be noted.

The Puget's Sound Agricultural Company was organized in 1838 to take over the agricultural and livestock interests of the Hudson's Bay Company, as its charter did not provide for these interests. The stockholders of the parent company furnished the capital for the new enterprise. The transfer of the property, as a matter of bookkeeping, took place in 1840. Lieutenant Wilkes describes the prospects of the company as follows:

"This company has the supplying of all the posts and stations of the Hudson's Bay Company on the west side of the American continent and also furnishes the Russian posts with grain, butter, and cheese; of the former article the Russians take about 15000 bushels. It is also their intention when they shall have succeeded in breeding a sufficient stock of cattle and sheep to export hides, horns, tallow, and wool to England in the return ships which now go home comparatively empty as the furs occupy only a small portion of the capacity of the ship."[34]

For a number of years the Company saw its herds increase. In the memorial covering its claims against the United States it declares that in 1846 it possessed at Nisqually 3100 head of neat cattle, 350 horses, and 5300 sheep, and that there were at the Cowlitz farm 800 cattle, 1000 sheep, and 120 horses. James Douglas testified that there were at Vancouver in 1846, 1915 neat cattle, 3000 sheep, and 517 horses. Dr. Tolmie testified that in 1852 the Company had at Nisqually 6777 cattle. Of this period the evidence of Michael Simmons presents a pleasant picture:

"All over the tract were bands of horses and cattle and herds of sheep. They had five or six white herdsmen and fifteen or twenty Indians; they lived in houses scattered over these plains. . . . . The cattle were in small bands lying all over the prairie and appeared tame; in the summer time a good many ranged in the woods and marshes when the grass was dry on the plains."

The next few years witnessed the practical extermination of the herd. There were, according to Dr. Tolmie, 6777 in 1852, and by 1855 there were barely 500. During the years 1852, 1853, and 1854, Edward Huggins testified that there were sold or slaughtered by the Company 2348 animals, a number less by far than the normal increase. The settlers were coming into the region, occu-

34 Wilkes, *Narrative*, IV, p. 308.

pying the lands, and the rights of a foreign corporation to its semi-wild cattle received scant consideration. On this point Richard Flanders testified:

"I have seen Joseph Legard shoot seven head; I have seen Charles Wren kill, I should think, upwards of one hundred; I have seen persons from down the Sound come and take away a boat load."

A witness named Bolton declared:

"I have seen them shoot down cattle, take choice pieces, and leave the rest to the wolves."

The Puget's Sound Agricultural Company received from the United States, in compensation for its losses of all descriptions, the sum of $200,000; and with this award, made in 1869, the story of the cattle of the fur companies comes to an end.

The first cattle brought to the Northwest from the eastern states were brought by the Jason Lee party in 1834. In Jason Lee's diary we read that he bought some cows at Liberty, Missouri, and that they were the source of much trouble on the way west; it was difficult to make them swim the deeper streams, and with the scanty grass and the long marches over the dry plains, the cattle became so footsore and weary that they could with difficulty be kept with the party travelling with riding and pack horses. In the Snake River country Jason Lee writes:

"The slow monotony of cow driving is indeed very wearisome and the quart of milk that they afford us now per day is a small compensation for our trouble."[35]

Daniel Lee gives some information on the subject:

"Mr. J. Lee . . . . took some cows and two of them made the journey to Oregon. Their milk was quite a luxury on the way."[36]

It is probable that the cattle did not go beyond Fort Walla Walla, for Jason Lee's diary contains this entry:

"Closed a bargain with Mr. Pambrun in relation to our animals. We are to have two cows, a bull, and five horses for the same number at Vancouver."[37]

After they reached the Willamette, Dr. McLoughlin loaned the mission seven oxen, a bull, eight cows, and eight calves. Apparently the arrangement with Pambrun was carried out, for the Oregon Mission Book for January 11, 1837, contains an entry made with reference to the proposal of Slacum to take the cattle

35 *Quarterly of the Oregon Historical Society*, XVII, p. 254.
36 Daniel Lee nad J. H. Frost, *Ten Years in Oregon* (New York, J. Collard, 1844), p. 114.
37 *Quarterly of the Oregon Historical Society*, XVII, p. 258.

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Daniel Lee gives some information on the subject:

"Mr. J. Lee . . . took some cows and two of them made the journey to Oregon. Their milk was quite a luxury on the way."[36]

It is probable that the cattle did not go beyond Fort Walla Walla for Jason Lee's diary contains this entry:

"Closed a bargain with Mr. Pambrun in relation to the animals. We are to have two cows, a bull, and five horses, the same number at Vancouver."[37]

After they reached the Willamette, Dr. McLoughlin loaned the mission seven oxen, a bull eight cows, and eight calves. Apparently the arrangement with Pambrun was carried out, for the Oregon Mission Book for January 11, 1837, contains an entry made with reference to the proposal of Slacum to take the cattle

36 Quarterly of the Oregon Historical Society, XVII, p. 204.
36 Daniel Lee and J. H. Frost, Ten Years in Oregon (New York, J. Collard, 1844), p. 114.
37 Quarterly of the Oregon Historical Society, XVII, p. 208.

party to California, that there were "no neat cattle owned in the settlement except a very few belonging to the mission, the rest having been loaned by the H. B. Co. to the people barely for their milk."[38]

Jason Lee was one of the important contributors to the funds of the Willamette Cattle Company, and the share of the Mission in the herd brought back by the Ewing Young party was 80 head, according to Lee and Frost. Joseph Williams, who visited the Willamette in 1841, states that the Mission then possessed about 300[39] head, which was a good record, as some of the cattle had been taken elsewhere, Daniel Lee driving 14 head in the fall of 1838 by way of the Indian trail around Mt. Hood to the newly established mission station at The Dalles.

The Whitman-Spalding party came to Oregon in 1836, and started with seventeen head of cattle; of these, four were cows giving milk. They brought fifteen head across the mountains, and left five at Fort Boise to be exchanged for other animals at Walla Walla. They seem to have come over the long trail without undue dicicuIty, as Mrs. Whitman writes on August 8, 1836:

"We think it remarkable that our cattle should endure the journey as well as they do; we have two sucking calves that appear in very good spirits; they suffer some from sore feet, otherwise they have come on well and will go through."[40]

Cushing Eells and Elkanah Walker came with their families in 1838. They started, according to the diary of Mrs. Eells, with twelve head of cattle, and appear to have had no trouble, as Mrs. Eells only mentions the killing of one calf on the way. According to W. H. Gray, fourteen head were brought as far as Fort Hall, and there, to avoid the trouble of driving them farther, the majority of the missionaries agreed to exchange their stock for an equal number of Hudson's Bay Company cattle to be delivered to them at Fort Colville. Gray says that they realized their mistake when they tried to make use of the half wild California stock as milch animals.[41] There was some trading back and forth between the missionaries and the Hudson's Bay Company. Spalding writes in a letter of February 18, 1842:

"After distributing to the people [Nez Perces] several heifers, some of which are now cows, our two milch cows were killed last summer, and we have every reason to believe intentionally,

38 *Id.*, XXIII, p. 251.
39 Joseph Williams, *Narrative of a Tour*, p. 62.
40 *Transactions of the Nineteenth Annual Re-union of the Oregon Pioneer Association for* 1891.
41 William Henry Gray, *History of Oregon*, 1792-1849 (Portland, Harris, 1870), p. 177.

leaving us but a young heifer for milk which supplied scantily last winter. We have the Spanish cows, but they are of little use for milk."[42]

Archibald McDonald, in that same letter of January 25, 1837, in speaking of the increasing frequency of travellers crossing the continent, remarks, in connection with the settlement of the missionaries in the Walla Walla country, that he has now St. Louis cows and horses at Fort Colville.

Mrs. Walker's journal contains occasional references to the cattle that they brought, as well as to those at the fur trading posts. At Boise there was a cow that gave 24 quarts of milk a day—probably one of the young cows left there by the missionaries of two years before. After they arrived at Waiilatpu Mr. Pambrun sent up from Walla Walla a quarter of beef as a neighborly treat, "having killed the old cream colored cow that was 23 years old." Even this venerable animal must have seemed an agreeable change at the mission after the steady diet of horse flesh.

Milk and butter added a great deal to the comfort of the mission stations and formed a considerable part of the mission property. Spalding reported to Elijah White, in 1843, that there were 24 head of cattle at Lapwai and 34 at Waiilatpu. At the time he abandoned Lapwai, Spalding states that there were 30 head at the station. At Tshimakain, Walker and Eells kept a few cows, and the former's diary shows that no small part of the missionaries' labors consisted in searching after persistently straying cattle.

It was the policy of the Catholic fathers at their mission on the upper Columbia to acquaint the Indians with the use of cattle. Governor Stevens states that there were at the Coeur d'Alene mission in 1853 eight yoke of oxen and twenty cows, and he notes as an interesting fact that he saw one of the Indian women milking with both hands—an unusual act for an Indian.

The Indians obtained some cattle from the Hudson's Bay Company and a few from the missionaries. When the large movement of settlers to the Willamette set in they traded horses for cattle when they found immigrants with jaded teams and foot sore cows. The Indians were eager to obtain cattle, and one of their complaints against the missionaries was that they were not disposed to share their like stock freely with the people whom they had come to convert. In 1843, there were 32 head of cattle

42 Eliza Spalding Warren, *Memoirs of the West: The Spaldings* (Portland, Marsh, 1916), p. 74.

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Mrs. Walker's journal contains occasional reference to the cattle that they brought, as well as to those at the Fort Colville posts. At Boise there was a cow that gave 34 quarts of milk a day—probably one of the young cows left there by the missionaries of two years before. After they arrived at Wailatpu, Mr. Pambrun sent up from Walla Walla a quarter of beef as a neighborly treat, "having killed the old cream colored cow that was 25 years old." Even this venerable animal must have seemed an agreeable change at the mission after the steady diet of horse flesh.

Milk and butter added a great deal to the comfort of the mission stations and formed a considerable part of the mission property. Spalding reported to Elijah White in 1843, that there were 24 head of cattle at Lapwai and 34 at Wailatpu. At the time he abandoned Lapwai, Spalding states that there were 20 head at the station. At Tshimakain, Walker and Eells kept a few cows, and the former's diary shows that no small part of the missionaries' labors consisted in searching after persistently straying cattle.

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among some of the richer Nez Perces, and Bancroft is authority for the assertion that the Cayuse had some 70 head at the same time. The Spokane Indians were poorer, and at this time there was but one Indian possessing any cattle. Kamiakin was the first of the Yakima Indians to own cattle, which he obtained at Vancouver.[43] Later other Indians living east of the Cascades exchanged horses for cattle at Nisqually, and drove them back over the Naches Pass. In the Indian war of 1855-56 many of these cattle were killed by the soldiers and Indians, but when the whites began to settle in the Yakima country in the early sixties, they found that the Indians owned a number of small herds.

In 1844, an expedition of Cayuse, Walla Walla and some Spokane Indians went to California to obtain cattle by trading furs and horses. In a dispute at Sutter's Fort, Elijah Hedding, the son of Peupeumoxmox was killed, and the angry and disappointed Indians returned from their long, dangerous, and fruitless journey. Without considering the political complications that grew out of the California adventure it may be regarded as an inidication of the eagerness of the Indians of the upper Columbia to get cattle with which to stock the dry regions of the interior.

The settlers in the Willamette Valley were handicapped by the lack of cattle of their own. They had the use, it is true, of the cows and oxen of the Hudson's Bay Company, but there were hundreds of thousands of acres of the finest grazing land, a mild climate, and the definite knowledge that the possession of even a small herd of cattle would in a few years make the owner well to do according to frontier standards. The desire to take advantage of these beckoning opportunities resulted in two of the most dramatic undertakings in the history of Oregon. Six hundred miles to the southward were herds of cattle grazing around the California missions, and while there were archaic laws forbidding the exportation of breeding stock, these regulations might be circumvented or overcome. A more serious obstacle was to be found in the wide belt of excessively difficult mountain wilderness peopled with hostile and treacherous Indians that lay between.

William A. Slacum had been commissioned by the Secretary of State of the United States to go to Oregon, investigate existing conditions, and report. Fortunately Slacum was not a narrow literalist in construing his instructions; to the task he brought a generous spirit and a quick intelligence that grasped at once the essential features of the situation. In the Sandwich Islands he

43 Andrew Jackson Splawn, *Ka-mi-akin; The Last Hero of the Yakimas* (Portland; Kilham, 1917), p. 281.

chartered the brig *Loriot,* for $700 a month and entered the Columbia river late in December, 1836. Although he spent little more than a month in Oregon, his coming was one of the fortunate happenings of the time, for William A. Slacum visioned the possibilities of Oregon.

"The general aspect of the plains is prairie but well interspersed with woodlands presenting the most beautiful scenery imaginable. The pastures at this day (Jan. 12) are covered with the richest grasses 8 to 12 inches high . . . . I consider the Willamette as the finest grazing country in the world. Here are no droughts as on the pampas of Buenos Ayres or the plains of California while the lands abound in richer grasses winter and summer. . . . . In the course of conversation with Mr. Lee, Young, and other settlers I found that nothing was wanting to insure comfort, wealth, and every happiness to the people of this most beautiful valley but the possession of neat cattle all of those in the country being owned by the Hudson's Bay Company who refuse to sell them under any circumstances whatever. I then proposed to give as many settlers as chose to embark in the Loriot. a free passage to California where they might procure cattle at $3 a head. The advantage of being landed in California or Bodega free of expense and the risk of the road was very great. . . . . Mr. Young was appointed leader of the party. All the settlers who had money due them from the Hudson's Bay Company contributed to the enterprise."

These selections from Slacum's Report supply the main outlines; more than $2500 was raised to finance the undertaking of which Dr. McLoughlin furnished a third or more. The Methodist mission put in $500 which Slacum loaned Jason Lee for this purpose. Eleven men sailed on the *Loriot* for California. P. L. Edwards acted as treasurer and has left a dairy of the adventure which is one of the epic narratives of the early West. The cattle were wild; there were deep rivers and high mountains to cross; there were Indian ambushes in the mountain defiles; hunger and thirst and four months of incessant labor wore the tempers of the men to the breaking point. But under the leadership of the masterful Ewing Young, 630 of the 800 purchased were brought to Oregon, where they were distributed on the basis of $7.67 a head—the wages of the men and the loss of nearly 200 on the way making the difference between the final cost and the $3.00 a head paid in California.

Slacum, who had taken a speculative chance, received 23 head as his share, the mission about 80. The Hudson's Bay Company generously allowed the settlers to exchange their allotments of California cattle for the domesticated cows and oxen that they had borrowed from the Company. The dawn of a more prosperous day was now breaking. Lieutenant Wilkes speaks of O'Neal, one of the Young party, as the owner of 200 head in 1841; Slacum's 23 had increased to 86; the Mission to 300 or more. Sir George Simpson and De Mofras, who were both visitors in the Willamette the same year that Wilkes was there, estimated the number of cattle at 3000. At the rate of increase of the cattle belonging to Slacum and the Mission this is probably sufficiently high. Wilkes in his report, estimates the cattle in the Willamette Valley at 10000 head, worth on the average $10;[44] but in his evidence in 1866 he stated that this number covered the stock both north and south of the Columbia River.

We have referred before to the fact that Wilkes, in his testimony before the commissioners empowered to settle the claims of the two British companies, contradicts statements that appear in the report of a quarter century before. These discrepancies are found in other matters than those items bearing on this subject. The most plausible explanation seems to be that Wilkes as an ardent expansionist wished to set before Congress and the people of the United States in the most favorable light both the industrial advantages and the results actually accomplished in the Oregon country and consequently was not disposed to be unduly critical. To this general attitude his description of the Willamette Mission is an exceptioin.

The success of the expedition of 1837 led to the organization of another cattle company the following year. T. J. Hubbard, who had come to Oregon with Wyeth, was chosen leader, and 27 men joined the party. The plan was to go to California overland and to drive the cattle back over the route followed by Ewing Young. The attempt was a failure because, when they reached the Rogue River, they were attacked by the natives and obliged to return.[45]

The second successful expedition of Willamette settlers to California for cattle centers around the romantic story of the *Star of Oregon*. A most interesting account of the adventurous undertaking was prepared by Joseph Gale for J. W. Nesmith and later published in the *Transaction of the Oregon Pioneers*. Gale,

44 Wilkes, *Narrative*, IV, p. 265.
45 Bancroft, *History of Oregon*, I, p. 179.

who had come to Oregon with Ewing Young, knew something of navigation, but he was the only one of the party with any experience as a sailor. The *Star* was finisihed in 1841, and a part of the credit belongs to Wilkes who interceded with McLoughlin, as the latter had refused to supply the amateur shipbuilders with cordage and other supplies. Apparently McLoughlin regarded the whole scheme as foolish and dangerous. On account of the lateness of the season the voyage was postponed until the following year. On September 12, 1842, the little *Star* sailed out into the Pacific, and with the proverbial good luck that favors the brave, reached San Francisco Bay five days later. Gale says that he stood one trick of 36 hours at the helm on the way. The partners now sold their schooner for 350 cows, and, by waiting until 1843, succeeded in recruiting a party of 42 men, nearly all possessing more or less live stock. They had altogether 1250 cattle, 600 horses and mules, and nearly 3000 sheep. Seventy-five days of incessant labor brought them to Oregon with only slight losses to their stock on the way.

The benefits derived from these California importations were large, but after the settlers from the Eastern States began to bring in better cattle of the American type the importance of the Spanish stock declined. M. M. McCarver writes that in 1843 when American cows were selling for $60 to $70 a head, California cattle could be bought for $15 to $20. Regarding their characteristics a paragraph from an address of Matthew P. Deady before the Oregon Pioneers in 1875 may be quoted:

"Many of you will remember their striking appearance—a half wild look and motion, a long light round body, clean bony limbs, and a handsome head crowned with a pair of long tapering curved horns. When tame or at rest they were as mild looking as gazelles, but a herd of them alarmed or enraged was as terrible as an army with banners."[46]

The advent of cattle in large numbers from the Mississippi Valley states came with the settlers of the 1840-50 decade. Prior to 1842 the only cattle from east of the Rocky Mountains were the few brought by the missionaries. In that year the White-Hastings party of over one hundred people brought some cattle, but apparently the number was small. Medorem Crawford states that Dr. White brought 36 head to camp at the time the party was preparing to start.

46 *Transactions of the Third Annual Re-Union of the Oregon Pioneer Assiciation*, 1875.

The immigration of 1843 of nearly a thousand people employed oxen and brought their wagons through to the Columbia. Burnett states that the use of oxen was an experiment, and that a conclusive trial proved that the ox possessed more pluck than either the horse or the mule. To break down the ox required great hardship; he gathered his food more rapidly than the horse, and would seek it in more difficult places. Joel Palmer, who came in 1845 when experience had acquainted the pioneers with the best methods to follow on the long road to Oregon, wrote the following advice:

"Ox teams are more extensively used than any others. Oxen stand the trip much better and are not so liable to be stolen by the Indians and are much less trouble. Cattle are generally allowed to go at large when not hitched to the wagons; while horses and mules must always be staken out at night. Oxen can procure food in many places where horses cannot and in much less time."[47]

There are varying accounts of the number of cattle brought to Oregon in 1843. Dr. McLoughlin says 1300,[48] while Jesse Applegate in his descriptive article, "A Day with the Cow Column," speaks of 5000 head of stock, oxen, cows, young cattle, horses and mules. Tallmadge Woods, writing in 1843, says that there were 2000[49] head of cows, young cattle, and horses. A census of the pioneers of 1843, printed in the New Orleans *Picayune* of July 14, 1843, gives the number of males above the age of 16 as 260; of females above the same age as 130; of boys under 16 as 290; of girls under 16 as 312; this makes a total of 992. According to the same count there were 121 wagons, 698 oxen, 296 horses, and 973 loose cattle—a total of 1967 head of live stock.[50] Jesse Applegate and Daniel Waldo had the largest herds, the latter starting from Missouri with 108 head. Many of the immigrants, however, had few loose cattle, or none at all, and objected to the trouble involved in herding and driving the mass of loose stock. This dissatisfaction gave rise to the division of the immigrants into the "light column" and the "cow column."

The Cascade Mountains presented a difficult problem with two solutions, neither being very attractive. It was necessary, either to drive the cattle over the range by the Mt. Hood trail, or to cross the river below The Dalles, then follow a trail along the north bank to the vicinity of Fort Vancouver, and finally swim

47 Joel Palmer, *Journal of Travels over the Rocky Mountains, to the Mouth of the Columbia River*, etc. (Cincinnati, James, 1847), p. 257.
48 *Quarterly of the Oregon Historical Society*, I, p. 199.
49 *Id.*, IV, p. 395.
50 *Id.*, II, p. 191.

the cattle again to the south bank. Edward Lenox, whose family took the latter route, says they drove the cattle fifteen miles below The Dalles and then swam them over two at a time behind a canoe steered by an Indian.[51]

The men who drove their cattle over the mountain trail found it difficult at all times and dangerous late in the season. A characteristic story is that of Uncle Davy Carson, who, in the fall of 1845, was caught in a snow storm on one of the ridges running down from Mt. Hood. When almost exhausted he unfastened the bell from one of the cows, found another still giving milk, and using the bell as a pail, satisfied his hunger and eventually succeeded in bringing the entire herd of 150 head down the mountain in safety.[52] Still, some of the early travellers over the Mt. Hood trail do not seem to have found it particularly formidable. John Howell drove his cattle over in 1845 at an average rate of fourteen miles a day, and mentions the good grass at several of the mountain camps.[53] When the newcomers reached the Willamette they found their stock in good demand. Peter Burnett says that American cows were worth from $50 to $75, while the native cows were worth from $30 to $40; but both Waldo and William Barlow rate the California cattle at a much lower price than Burnett.

The authorities differ to a marked degree as to the number of immigrants in 1844, and the number of cattle brought must be a matter of estimate. One contemporary account on the subject gives 3000 for 1844, and 7500 in 1845,[54] but these figures are probably too large. Matthew P. Deady gives an estimate of 2500 for 1845, which is probably nearer the truth. In a letter of Cornelius Gilliam he gives a description of a part of the 1844 immigration consisting of 48 families and 323 men, women, and children. They had 410 oxen, 160 cows, 143 young cattle, 54 horses, and 41 mules, and their belongings were carried in 72 wagons.[55] It will be noted that the ratio of number of people to the different classes of stock closely resembles the condition of the 1843 immigration. If these two groups of immigrants present fairly accurate ratios of the people to their cattle it seems likely, not taking into account the number of oxen, that not less than 10,000 cows and other breeding stock were brought to Oregon

51 Edward Henry Lenox, *Overland to Oregon*, etc., edited by Robert Whitaker (Oakland, Dowdle, 1904), p. 54.
52 *Transactions of the Fifth Annual Re-union of the Oregon Pioneer Association, for 1877.*
53 *Washington Historical Quarterly*, I, p. 153.
54 Charles Saxon, *The Oregonian*, etc. (Washington, Ward, 1846), p. 39.
55 Bancroft, *History of Oregon*, I, p. 448.

before 1850. This total may easily have been larger because the prices of American cattle in Oregon would stimulate their importation.

Some of the pioneers, realizing the possibilities of improving the cattle of the Northwest, brought high grade breeding stock to Oregon. Ralph C. Greer, in writing of the immigration of 1847 mentions this fact:

"The stock interests were advanced by the introduction of fine horses, cattle, and sheep, by enterprising pioneers of that year, a few of whom I will speak. Uncle Johnny Wilson of Linn County brought a drove of Durhams from Henry Clay's herd at Blue Grass Grove which greatly improved the stock of Oregon, for he sold animals all over the state. Captain Benser brought a herd of fine cattle and improved the herds of the Columbia bottoms greatly."[56]

On this matter, the testimony of a very competent witness, and one yet living, may be cited. Mr. Daniel M. Drumheller came to California in 1854, and to Washington in 1861, where he engaged in the cattle business, becoming one of the prominent stockmen of the Northwest:

"The cattle men of this region seem to be of the opinion that the range cattle in the early days of the industry were veritable scrubs. In this they are greatly mistaken. It is true that all the cattle in the early history of California were long horned Mexican breeds. A few of these were driven into Oregon prior to 1850. . . . . Governor Gaines, one of the early governors of Oregon Territory, brought with him to Oregon some splendid Durham cattle. A few years later Sol King of Benton County made several importatioins of choice Shorthorn cattle. Besides these, there were other early settlers of Oregon who owned full blooded cattle of beef strains. . . . . In my opinion the range cattle of Oregon and Washington were as good sixty years ago as they are now. The good grazing in that time may have been accountable for this to some extent."[57]

The census of 1850 gave Oregon 13,294 inhabitants, and the cattle amounted to 41,729—milch cows, 9,427; oxen, 8,114; other cattle, 24,188. The census of 1860 gave the State of Oregon and the Territory of Washington a combined population of 64,059 inhabitants and the corresponding totals for the cattle were milch cows, 63,106; oxen, 10,203; other cattle, 109,073, amounting alto-

56 *Transactions of the Seventh Annual Re-union of the Oregon Pioneer Association for 1879.*

57 Spokane, *Spokesman-Review*, May 8, 1921.

gether to 182,382. The ratio of cattle to population in both instances is high, as there were a little more than three head of cattle to each inhabitant in 1850 and nearly three to one in 1860. In these ratios the frontier conditions and their effect on the economy of the times is very apparent. A small population and great areas of grazing land led to the rapid expansion of the herds as one of the quickest methods of utilizing the natural resources of the region. A comparison of the figures of today with those of sixty and seventy years ago will show how the economy of the Northwest has changed. In 1920 the population of Washington was 1,356,621 and the number of cattle as shown by the census was 605,553. Instead of three head of cattle to each person we now have less than one-half, which is not greatly different from the ratio of cattle to inhabitants in the United States as a whole.

C. S. Kingston.

## NEWSPAPERS OF WASHINGTON TERRITORY

[Continued from Volume XIV., page 107.]

### SEATTLE, KING COUNTY (continued.)

PEOPLES TELEGRAM, issued for a short time from the *Puget Sound Weekly Gazette* office as a sort of "extra" in 1864. It was one sheet, printed on both sides and was made up of telegraphic news and advertisements. The numbers for November 3, 11, 21, 1864, apparently all that were issued, are bound with the *Puget Soudn Weekly Gazette,* in the Bagley Collection, now in the University of Washington Library. There were some advertisements and the reading matter was mostly telegrams about the Civil War. The editor, J. R. Watson, announced that the tlegrams cost about $10 a column and the sawmills could well afford to contribute. It would amount to less than the "price of a glass of lager a week". Mr. C. B. Bagley says: "The telegraph operator would hunt up Watson, a task somewhat simplified by the sparseness of the population, and inform him that there was a war dispatch at the office. Watson would then call on several opulent and liberal citizens of the town, tell them of the dispatch and collect twenty-five cents from each of them to pay the tolls. The message would be given to him and set in type, the type would be locked up on a 'galley' and an 'extra' for each subscriber run off. Later the dispatches would appear in the *Gazette.* (*History of Seattle.* Volume I., page 190.) See *Citizen's Dispatch* and *Puget Sound Gazette.*

POST, established on November 15, 1878, by Benson L. Northrup and Kirk C. Ward. These men had issued the first Seattle *Directory* and Mr. Northrup had started the *North Pacific Rural.* This proved the nucleus for the new daily *Post.* Soon after starting this enterprise, Mr. Northrup's interest was purchased by Kirk C. Ward and his brother, Mark Ward, who continued the *Daily Post.* The publishers evidently became over ambitious. A rather pretentious brick building was erected on Mill Street (later Yesler Way) and under the cornice was the legend, "Post Building, 1881." On October 1, of that year 1881, Kirk C. Ward lost control of the *Post* and it was merged with the *Intelligencer.*

POST-INTELLIGENCER. The family tree of the *Post-Intelligencer* is extensive and somewhat intricate. The main branches

can easily be traced but there are many forgotten twigs. The *Intelligencer* was established on August 5, 1867, and the *Post* was established in 1878. The *Intelligencer* is thus eleven years the older of the two component parts of the present publication. Not only is this true, but, by a process of amalgamation in 1878, the *Intelligencer* may be said to have extended its life backward four years beyond the date of its own birth. Such a paradox seems to be possible with newspapers if not with other forms of life. The 1878 amalgamation referred to was when the *Intelligencer* absorbed the *Puget Sound Dispatch* and the *Pacific Tribune.* The latter was founded in Olympia in 1863. Of course its good will, equipment and files passed over to the *Intelligencer* which gives whatever justification there may be for giving the birth of the *Post-Intelligencer* as of 1863 instead of 1867.

The ambitious Seattle *Post* in the three years of its independent existence, beginning with the *North Pacific Rural,* in 1878, acquired a good plant, a circulation and a fine brick building. In doing all this the company also acquired some stockholders including such well-known capitalists as John Leary and George W. Harris. These men and their associates believed that Seattle could be served better by one strong paper than by two competing journals. On October 1, 1881, their plan was achieved by the union of the two papers with the hyphenated name, *Post-Intelligencer.* This amalgamation eliminated Kirk C. Ward, formerly editor of the *Post,* and he promptly established the Seattle *Chronicle.*

When Prosch & Crawford secured the *Intelligencer,* in 1879, Mr. Prosch may be said to have gone back into his old paper as the *Intelligencer* had absorbed the *Pacific Tribune* the year before. At the time of the union resulting in the *Post-Intelligencer,* Mr. Crawford disposed of his interest in the *Intelligencer.* The partners in the new venture were Thomas W. Prosch, who owned one- half of the stock and the others were John Leary and George W. Harris. The Seattle *Directory,* for 1882, shows Thomas W. Prosch as editor and manager of the *Post-Intelligencer.* John Leary is listed as a lawyer and George W. Harris & Co. are shown as bankers. Charles Prosch, father of Thomas W. Prosch, and his predecessor as editor and publisher of the *Pacific Tribune* is listed as a printer, while Samuel L. Crawford, former partner in the *Intelligencer,* is listed as a reporter. Mr. Prosch made the *Post-Intelligencer* a powerful paper. He

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When Prosch & Crawford secured the *Intelligencer* in 1879, Mr. Prosch may be said to have gone back into his old paper, the *Intelligencer* had absorbed the *Pacific Tribune* the year before. At the time of the union resulting in the *Post-Intelligencer*, Mr. Crawford disposed of his interest in the *Intelligencer*. The partners in the new venture were Thomas W. Prosch, who owned one-half of the stock and the others were John Leary and George W. Harris. The Seattle *Directory*, for 1882, shows Thomas W. Prosch as editor and manager of the *Post-Intelligencer*. John Leary is listed as a lawyer and George W. Harris & Co. are shown as bankers. Charles Prosch, father of Thomas W. Prosch, and his predecessor as editor and publisher of the *Pacific Tribune* is listed as a printer, while Samuel L. Crawford, former partner in the *Intelligencer*, is listed as a reporter. Mr. Prosch made the *Post-Intelligencer* a powerful paper. He

engaged as editorial writers such talented men as Colonel George G. Lyon and Frederic James Grant. Samuel L. Crawford was city editor and for a time also constituted the entire reportorial staff.

In 1884, Mr. Prosch purchased the interests of his partners but placed three quarters of the stock in the names of his associates in order to fill the offices in the corporation. In this way Frederic James Grant became president; Samuel L. Crawford, secretary; and Edmond S. Meany, treasurer. Since the promissory notes given for the stock were not paid, Mr. Prosch remained the real owner of the paper. In 1886, he sold the property to a group of citizens who made Clarence B. Bagley manager. Later in the same year the paper was sold to Leigh S. J. Hunt, who had arrived from Iowa. For a time Mr. Hunt shared the duties of editor and manager with Robert C. Washburn, formerly of Maine.

Mr. Hunt was ambitious to make his paper a metropolitan journal. He secured new type, enlarged the Sunday edition and secured from Portland a group of young men who had been successful workers on the *Oregonian*. At the head of these was Alfred D. Holman, who remained managing editor during the balance of the Territorial period; Edgar B. Piper became city editor; Jabez B. Nelson was telegraph editor; Will H. Parry was one of the reporters and later became one of Seattle's prominent citizens. When the great fire, of June 6, 1889, destroyed the plant in the old Post Building, the salvaged fragments of printing materials were removed to Mr. Hunt's private residence on the northwest corner of Fourth and Columbia. On the next morning, June 7, a small two-page issue of the paper chronicled the great fire. One brief editorial announced that its heavy machinery was all destroyed. "But we have no thought of more than a temporary embarrassment which we feel assured the public will cheerfully overlook. . . New machinery has already been ordered by telegraph." The Seattle *Directory*, for 1890, which was Volume II., in the R. L. Polk & Co. series, carries a full-page advertisement of the *Post-Intelligencer*. There is a picture of a new Hoe press and the lines "Established in 1867," "The Oldest, the Largest, the Best." The address is given as "Cherry Street near Second," showing that the paper within a year had obtained new quarters and new equipment. The Constitutional Convention preparing for statehood assembled at Olympia for its

forty-five days of work on July 4, 1889. The *Post-Intelligencer* recorded the proceedings quite fully although its issues were nine columns four pages daily with eight pages on Sundays. It was still being published at the temporary quarters in Mr. Hunt's residence.

For most of the time during the Territorial period the *Post-Intelligencer* published a weekly edition carrying materials selected from the daily for rural and distant subscribers. The complete files of both daily and weekly, fortunately saved from the fire, are frequently consulted in the office of publication by historians. Incomplete but valuable duplicate files are also saved in the Seattle Public Library and in the University of Washington Library.

PRESS. Volume I., number 1, of this paper bears the date of May 3, 1886. Homer M. Hill had secured the *Chronicle* and the *Call* and merged the two into this one new journal. By choosing a new name and starting a new volume number, he ignored the existence of the two predecessors. Mr. Hill was a genial man possessed with great capacity for hard work. He made a success of his paper from the beginning. His policy was announced: "The all prevailing policy of this paper will be to build up the city of Seattle in all its varied interests." Like all the other daily papers in Territorial times, the *Press* issued also a weekly edition. The Seattle *Directory,* for 1889, has an advertisement cut showing an appreciation of age. There is this display: "Daily Chronicle, established in 1881; *Daily Call,* established in 1885; consolidated in 1886." It is announced that the paper was issued every afternoon except Sunday. The weekly issue was advertised as the "County Official Paper." In the body of the *Directory,* Mr. Hill is listed as "Business Manager Press Publishing Co., Yesler Building."

This paper weathered the destruction wrought by the great fire of June 6, 1889, in much the same way as did the *Post-Intelligencer,* the *Journal* and the *Times,* daily papers of that year. One distinct value of the *Press* was its Associate Press franchise inherited from the *Chronicle.* This was emphasized in the *Directory* advertisement cited above in which it is stated: "Only evening paper in the city that publishes the full Associated Press report."

Soon after the great fire, while the paper was still being issued from a temporary shack on Jefferson Street, near the pres-

ent L. C. Smith Building, Mr. Hill sold it to Leigh S. J. Hunt, of the *Post-Intelligencer* and Mr. William E. Bailey. When this transfer was made public it was also announced that the new proprietors had sent East for 50,000 one-cent coins and on August 1, 1889, for the first time a daily paper was sold in Seattle for two cents a copy. The experiment received much publicity but it did not last long. The citizens did not relish coppers. The newsboys paid one cent a copy and received five cents. When the price was raised the newsboys struck and created a riot which called out the police department.

Mr. Bailey was a wealthy man from Harrisburg, Pennsylvania. He soon acquired full control of the *Press*. The editor was Samuel R. Frazier, an enterprising newspaper man. With money and enterprise it was possible to surprise the whole Northwest on the evening of August 5, 1889. The regular mail had been missed and a special train dashed through a forest fire to Snohomish with a supply of the *Press* and bags of bright copper coins for making change. Clayton Packard, publisher of the Snohomish *Eye* exclaimed: "That's what I call enterprise with a big E."

Another stroke of enterprise which gave the *Press* prestige was the exploration of the Olympic Mountains. On October 23, 1889, the paper published an interview with Governor Elisha P. Ferry in which he said that the peninsula was the largest portion of the United States then unexplored. The *Press* financed the expedition and on July 16, 1890, published a special edition of twenty-four pages giving an illustrated record of the entire enterprise. A special courier was sent to San Francisco to have the cuts made for the illustrations. There was no adequate equipment in Seattle for such work at that time.

The *Press* is one of the predecessors of the Seattle *Times*. For a time the publication was known as the *Press-Times*. That history belongs to the statehood period. The University of Washington Library has acquired a complete file of the *Press* from Volume I., number 1, May 3, 1886, to Volume VII., number 52, June 29, 1889.

PROMPTER, an unusual little publication running from January 10, to May 18, 1878. The editor and publisher was Jack Levy. As a sort of "masthead" on the first page appears: "*The Prompter*, an independent journal published semi-occasionally by the Editors and edited perpetually by the Publishers." There was

much of fun, sarcasm and theatrical gossip in the reading columns and each issue was generously supplied with local advertisements. In number 9, April 6. 1878, the editor developed a second "masthead" on page 2, as follows: "*The Prompter* is issued Saturday mornings. Circulation 1,000 copies. Terms—Gratis for the first number; after that, free of charge. The publishers deem the agony of reading it a satisfactory compensation for their labor. Advertisements 50 cents per inch, single issue. Communications containing news, sensations, jokes, gossip, etc., would relieve the over-crowded brain of the editor of considerable labor, and any party so favoring us will be well thanked, on application." Years ago Mr. Levy presented to the University of Washington Library the complete official file of the paper handsomely bound in full leather.

PUGET SOUND DAILY, published at Seattle by Hall & McNamara, Volume I., number 1, being dated April 23, 1866. A file is in the University of Washington from the initial number to number 81, dated August 11, 1866. The subscription prices are given at $2 a month or $16 a year. See *Puget Sound Gazette.*

PUGET SOUND DISPATCH. There is confusion as to names and dates in pioneer recordings of this paper. Charles Prosch says that it succeeded the *Seattle Times and Alaska Herald,* whose printing materials fell into the hands of Col. C. H. Larrabee and Beriah Brown, who in 1869 started the *Weekly Puget Sound Dispatch, (Washington Press Association Proceedings, 1887-1890,* page 31.) Volume I., number 1 of the *Puget Sound Dispatch,* published by Larrabee & Co., bears the date of December 4, 1871. A file from that initial number to number 52, December 5, 1872, is in the University of Washington Library. There is no doubt that materials first used by the *Puget Sound Dispatch* were those formerly used by a paper moved from Alaska. See *Alaska Times and Seattle Dispatch.* Beriah Brown's son, Edward H. Brown, had been in Alaska in government employ. When the father started the *Puget Sound Dispatch* he worked on the paper as did his brother Beriah Brown, Jr. The latter is sixth in direct descent of a line of Beriah Browns. (Seattle *Post-Intelligencer,* February 1, 1916.) When first issued the price was $3 a year and the day of publication was Monday. This was changed to Thursday and the firm name became Brown & Son. Colonel Larrabee retired from the enterprise soon after is was started.

It was early announced that a daily would be issued is soon as conditions were favorable. On September 23, 1872, the Seattle *Intelligencer* announced: "The *Evening Dispatch,* issued from the office of the *Puget Sound Dispatch,* is now published in this city. Its typographical appearance is creditable." Another item appears in the *Intelligencer* on January 16, 1875, saying that Edward H. Brown had withdrawn from the *Daily Dispatch,* leaving Beriah Brown in charge.

The Seattle *Directory,* for 1876, has a full-page advertisement proclaiming the daily and weekly *Puget Sound Dispatch* as "A Democratic newspaper devoted to the industrial and financial interests of Washington Territory," and showing Thomas B. Merry as publisher. The campaign of 1876 was not a success pecuniarily or financially. Mr. Merry lost interest and M. Brown resumed the proprietorship. Four or five practical printers joined with Mr. Brown in forming a company to make the paper pay. Their efforts did not succeed and in September, 1878, Thaddeus Hanford bought the paper and merged it with the *Intelligencer.* (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 31.) See *Intelligencer* and *Post-Intelligencer.*

Puget Sound Gazette. This is the first paper published in Seattle. It had interruptions as to publication, name, and proproietorship. Volumne I., number 1, has the date of December 10, 1863. Prior to that August 15, 1863, there appeared a prospectus number which was also labeled Volume I., number 1, and which bore the name *Washington Gazette.* It was published by J. R. Watson and Mark D. Cannavan. It was printed in Olympia but no other number was issued under that name. When it reappeared on December 10, 1863, it was called *Seattle Gazette.* The first three numbers were published by J. R. Watson & Co., From number 4 to number 13, the publishers were J. R. Watson and M. D. Cannavan. J. R. Watson & Co. resumed publication after number 13. With number 25, August 6, 1864, the name was changed to *Seattle Weekly Gazette.* In November there was issued from the same office the *People's Telegram,* in one sheet, containing dispatches mostly about the Civil War. Three numbers of these little "extras" are bound with the *Seattle Weekly Gazette* in the University of Washington Library. They bear the dates November 3, 11, 21, 1864.

From Volume II., number 13, August 26, 1865 to number 37, February 9, 1866, the publisher is given as Seattle Publish-

ing Company. From number 38, February 16, 1866, to number 40, March 3, 1866 Ike M. Hall is shown as publisher. Here another break was made in continuity. It was announced that, beginning on March 26, 1866, or sooner, the paper would be published as the *Puget Sound Semi-Weekly*. Some delay was encountered. The paper was considered to be new and on April 5, 1866, under the new title the paper appeared as Volume I., number 1. For five numbers it appeared as a semi-weekly, ending on April 19, 1866. The next issue, number 6, appeared with a slightly changed name, as *Puget Sound Weekly*, on April 30, 1866. In the meantime Hall & McNamara had begun, on April 23, 1866, the publication of the *Puget Sound Daily*. This ran through eighty-one numbers to August 11, 1866, which issue contained this announcement: "Our paper hereafter will isue weekly. Our reason for making the change is that the paper is now too small to accommodate our advertisers and at the same time do justice to our subscribers. We have therefore decided to double the size of the paper and issue it weekly; and in lieu of the *Semi-Weekly*, we send each of our subscribers a copy of today's *Daily*." The *Weekly* will be isued on Monday next."

Hall & McNamara were succeeded as publishers by George Reynolds, on September 3, 1866. He issued Volume I., number 24 to number 52, March 18, 1867, when Ike M. Hall resumes the work. He had concluded that a sacrifice had been made by discarding the old name. He issued the next paper on March 25, 1867, under the name of *Puget Sound Gazette*. Furthermore he advanced the label so as to include all former issues and called that issue Volume IV., number 1.

Commenting on these first journalistic struggles in Seattle, Charles Prosch said on August 15, 1889: "Thinking there was some virtue in a name, they adopted various titles for their bantlings, but the result was the same in every instance—the papers would die. The truth was that neither the proper time nor the proper individual had arrived to permanently establish a journal in Seattle. This was during the period of the great civil war, which injuriously affected many interests on the Pacific Coast, and among others that of the press." (*Washington Press Association Proceedings, 1887-1890*, page 30.)

Samuel L. Maxwell, a printer from San Francisco, acquired the printing materials of the suspended *Puget Sound Gazette* and with them began the publication of the Seattle *Intelligencer* on

August 5, 1867. From that circumstance, Seattle's first paper, the *Puget Sound Gazette,* may be counted one of the forgotten twigs in the family tree of the present *Post-Intelligencer.* An incomplete file of the *Puget Sound Gazette* is in the Seattle Public Library and files, almost complete, of all the issues are in the Bagley Collection now in the University of Washington Library. See *Citizen's Dispatch* and *People's Telegram.*

Since J. R. Watson was Seattle's first newspaper man, attention should be called to his obituary, which appeared in the Seattle *Intelligencer* on July 12, 1869. He had come to the Pacific Coast in 1849, living at Oroville, California, until 1858. In that year he moved to Victoria, British Columbia, and worked on the *British Colonist* and the *Daily Press.* He moved to Olympia in 1861 where he was associated with Alonzo M. Poe in the publication of the *Overland Press.* He was known as an able writer and during his editorial work in Seattle he advocated, among other important subjects, the construction of the Snoqualmie Road, which he lived to see a success. After his venture in Seattle, he returned to Olympia. For a time he was editor of the *Pacific Tribune,* under the proprietorship of Mr. Hewitt. At the time of his death he was editor of the *Territorial Republican.*

Puget Sound Gazetteer. This was one of the first efforts to publish in Seattle a serious monthly magazine. Volume I., number 1, was issued in January, 1888. Alexander Begg is listed as publisher. He was also editor. Four numbers constituted a volume. When Volume II., number 2, August, 1888. was reached, the name was changed to *Puget Sound Magazine* and Edmond S. Meany shared the editorship with Mr. Begg. The magazine printed articles by many who were prominent in the life of that time. One of the most important of these was by Henry L. Yesler, former Mayor and the first sawmill proprietor in Seattle. Probably the only article he ever wrote appeared in Volume II., number 3, September, 1888. It was entitled "The Daughter of Old Chief Seattle" and gave the truth, as he knew it, about "Princess Angeline" and the Battle of Seattle, January 26, 1856. That article is a real 'human document" in the history of Seattle. Early in 1889, the *Puget Sound Magazine* suspended. Mr. Begg came forward again in September, 1889, with Volume I., number 1, of the *Washington Magazine.* After a few issues, Mr. Begg relinquished control, Lee Fairchild became editor. Dur-

ing the early years of statehood the publication continued under the name of *Pacific Magazine.*

PUGET SOUND INDUSTRIAL WORLD. The Seattle *Directory,* for 1884-1885, was published and copyrighted in 1884 by the *Industrial World.* On page 7 of the *Directory* an advertisement says: "The *Puget Sound Industrial World,* a semi-monthly journal devoted to the lumber, milling, coal and iron, building and jobbing trades, rail and water transportation, hop growing and fishing interests of Puget Sound, 627 Front Street, Seattle, Washington." The publishers were exceedingly modest. They do not give their own names. The *Directory* is dedicated: "To Hon. H. L. Yesler, whose unflinching faith in the future greatness of Seattle has never been shaken, this volume is inscribed by the Publishers."

REAL ESTATE ADVERTISER. The Seattle *Directory,* for 1889, lists this paper as a monthly with James P. Henry as publisher.

RECORD. The Seattle *Directory* for 1884-1885, and again in 1885-1886, shows Nicholas S. Snyder as publisher of the daily *Record.* In early statehood the editor was shown to be Henry Leland.

SUNDAY BUDGET, established in 1889 by Samuel R. Frazier, a skilled newspaper man who had been a reporter on the *Post-Intelligencer* and before that on the dailies of Pittsburgh. The paper survived the great fire of June 6, 1889, but soon thereafter Mr. Frazier sold it and accepted the editorship of the Seattle *Press.*

SUNDAY STANDARD, established on October 27, 1888. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 86.) The Seattle *Directory,* for 1889, gives the Standard Publishing Company, with John F. Norris as manager and $2.50 a year as the price of the paper.

SUNDAY STAR. Edwin N. Fuller says it was established on November 11, 1883, by the Star Publishing Company, (*Washington Press Association Proceedings, 1887-1890,* page 81.) In the same *Proceedings,* page 34, Charles Prosch says that the man who started it was a journalist who later removed to New York City. "He was succeeded," says Mr. Prosch, "by Kirk C. Ward, who, by reason of his connection with so many papers in Seattle and elsewhere, may be regarded as the most irrepressible journalist in our midst." The Seattle *Directory,* for 1884-1885, shows Mr.

Ward as publisher and Francis M. Street as route agent. The next year the *Directory* shows Mr. Ward as editor and proprietor and Mr. Street as business manager. The office was in the Poncin Building and the price of the paper was $2.50 a year. The *Directory,* for 1889, shows J. A. Carey as proprietor and Mr. Ward is listed as a journalist and it does not appear that he was still associated with the *Sunday Star.* The paper survived the fire and the advertisement in the next year's *Directory,* 1890, makes but one change—the office is in the Frye Block instead of the Poncin Building which had disappeared in the fire.

TELEGRAM. Edwin N. Fuller says this paper was established on November 19, 1888, by R. R. Stevens, H. Scott, and W. J. Grambs. "Short lived," he adds. (*Washington Press Association Proceedings, 1887-1890,* page 86.) The Seattle *Directory,* for 1889, gives Charles N. Evans as business manager of the *Monday Morning Telegram,* 999 Railroad Avenue.

TELEGRAPH, a Democratic daily and weekly, began publication near the beginning of statehood. Volume I., number 1, is dated August 11, 1890. Incomplete files are in the Seattle Public Library and the University of Washington Library.

TIMES. The family tree of this metropolitan journal includes such branches as the *Chronicle, Call* and *Press.* It had an independent existence before acquiring those branches. Charles Prosch says that a group of Seattle business men, displeased with the radical course pursued by the *Call* during the anti-Chinese disturbances, made up a subsidy to be continued for six months. This was to encourage the establishment of a conservative evening paper as a rival to the *Call.* Thomas H. Dempsey, Jud R. Andrews and one or two others undertook the work under that subsidy. (*Washington Press Association Proceedings, 1887-1890,* page 33.) Mr. C. B. Bagley says that Volume I., number 1, appeared simultaneously with the initial number of the *Press,* May 3, 1886. As the *Press* had absorbed the *Call* and *Chronicle,* the evening field was occupied by the two new papers. In March, 1887, Colonel George G. Lyon left the editorial staff of the *Post-Intelligencer,* secured a half interest in the *Times,* and with Thomas H. Dempsey as business manager, conducted the journal with wonderful efficiency. (*History of Seattle,* page 196.) Joseph A. Costello was city editor. Colonel Lyon was an able writer and editor. Mr. Dempsey possessed unusual skill as a manager.

The paper grew and passed successfully through the heavy losses in the great fire of June 6, 1889. The Seattle *Directory,* for 1890, immediately following the fire, shows in a full-page advertisement a picture of the new three-story brick structure bearing the name of Times Block. This was on the south side of Columbia Street between Front and Second.

Mr. Bagley, in the work cited above, says that Messrs. Lyon and Dempsey sold the *Times* on February 10, 1891, to William E. Bailey for $48,000. He then owned the *Press,* and consolidated the two under the hyphenated name, *Press-Times.* This union brought to the *Times* the Associated Press franchise originally owned by the *Chronicle.* Mr. Bailey, though a man of wealth, could not endure indefinitely the heavy financial drain made by the paper as then conducted. It failed and for a time was conducted by a receiver. A partial file of the paper is in the University of Washington Library.

Although it was in the time of statehood and outside the scope of this work, it should be added here that Col. Alden J. Blethen secured the paper on August 7, 1896, shortened its name by dropping the word "Press" and started the *Times* on its recent career of wonderful success and prosperity.

TRADE JOURNAL, see *Journal.*

TRIBUNE. Edwin N. Fuller says: "My last file of the Seattle *Daily Evening Tribune* is dated April 10, 1885. It is Volume I., number 69; and the marginal note reads: 'Died same week.' O. W. Dunbar was business manager. (*Washington Press Association Proceedings, 1887-1890,* page 84.)

TRUE TONE, an independent Sunday morning paper whose Volume I., number 1, appeared on October 17, 1885, starting as an eight-page paper devoted to literature and art. Later the size was cut to four pages and still later it was increased to twelve pages. For the first seven numbers S. G. Young was listed as editor. From number 8 to number 34, June 5, 1886, Homer M. Hill is listed as publisher. The next number, June 12, Herbert Steele and Charles Segbert are shown as managers. It is understood that Mr. Hill was back of the enterprise as to editorial work and management. A complete file is in the University of Washington Library.

VESTRA POSTEN, a Swedish weekly paper, established on March 8, 1889. The Seattle *Directory* for that year gives the

Swedish Publishing Company, with B. A. Anderson as president, N. P. Lind as vice president, and T. Sandegren as secretary. It is the predecessor of the *Svenska Pacific Tribunen.*

VESTRA TRIBUNE, a Scandinavian weekly of 1889, which seems to have been merged early with *Vestra Posten.*

VOICE OF THE PEOPLE, a daily and weekly paper beginning August 21, 1886, and ending on May 31, 1887. The publisher was the Co-operative Publishing Company. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 84.)

VOLKSBLATT, listed as an independent daily and weekly in Lord & Thomas, *Newspaper Directory,* for 1890.

WACHT AM SUNDE, begun on February 2, 1884, by Phil Schmitz, proprietor, and Ernest Hoppe, editor. It was published in Seattle until September 4, 1885, when it was moved to Tacoma and continued there. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 82.)

WASHINGTON CHURCHMAN, a monthly Episcopalian journal established in January, 1889, with Rev. George Herbert Watson as editor. Later the name was changed to *Seattle Churchman,* with Rev. Herbert H. Gowen as editor.

WASHINGTON GAZETTE, see *Puget Sound Gazette.*

WASHINGTON JOURNAL OF EDUCATION, listed as a monthly by Lord & Thomas, *Newspaper Directory,* for 1890.

WASHINGTON MAGAZINE, see *Puget Sound Gazetteer.*

WASHINGTON POSTEN, a Norwegian weekly, published by the Scandinavian Publication Company, had its beginning in 1889. (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 35.)

WASHINGTON UNIVERSITY VISITOR. This is first among the many publications emanating from the University of Washington in Territorial and State days. Catalogues and official reports had preceeded it, but no paper devoted to literature and academic news. Volume I., number 2, has been saved. It bears for date "Second Term, 1885." President Leonard J. Powell does not appear as editor but it is known that he served as such. There are eight pages, 8x11 inches. There are advertisements such as A. B. Stewart, druggist; Hughes & Miller, groceries; McClaire & Quirk,

photographers; G. Davies & Co., Lowman & Hanford, J. M. Lyon, and W. P. Stanley, books and stationery. The advertisement of G. Davies & Co. occupies a full page. The reading matter is interesting and valuable historically.

WASHINGTON TIDENDE, listed as an independent Norwegian weekly by Lord & Thomas, *Newspaper Directory,* for 1890.

WESTERN FARM AND HOME, listed as a monthly by Polk's *Puget Sound Directory,* for 1888.

WORKINGMAN, listed as a labor weekly by Lord & Thomas, *Newspaper Directory,* for 1890.

## SEDRO-WOOLLEY, SKAGIT COUNTY

PRESS, the Sedro *Press* was the first paper in Sedro-Woolley. It was founded on April 18, 1890, by George W. Hopp. Five years later the plant was destroyed by fire. (*History of Skagit and Snohomish Counties,* page 432.)

## SEHOME,* WHATCOM COUNTY

GAZETTE, established at Whatcom on September 7, 1887, as the *Whatcom County Democrat,* by the Democrat Publishing Company, Charles Donovan. In December, 1888, it was sold to J. M. Edson & Co., who removed it to Sehome. In June, 1889, Mr. Connell purchased a half interest in the paper and changed its name to *Gazette.* In February, 1890, the *Morning Gazette* was begun and on April 1, Mr. Connell became sole proprietor. On July 22, 1890, the daily issue was suspended and the *Gazette* became a Sunday paper. (Edwin N. Fuller in *Washington Press Association Proceedings, 1887-1890,* page 84.)

## SHELTON, MASON COUNTY

MASON COUNTY JOURNAL, founded on December 21, 1886, and published continuously by Grant Colfax Angle, who has been assisted in the later years by his sons. The paper has absorbed two other short-lived papers—the Shelton *Sentinel* and the Shelton *Tribune.* The *Journal* was listed as an independent weekly in 1890. (Lord & Thomas, *Newspaper Directory.*)

*Now a part of Bellingham.

## SIDNEY, KITSAP COUNTY

KITSAP COUNTY PIONEER, listed as a weekly by Polk's *Puget Sound Directory* in 1887 and in 1888; and as a Republican weekly by Lord & Thomas *Newspaper Directory* for 1890.

PEOPLES' BROADAX, established by Thomas Cline on October 27, 1889. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 87.) It was listed in 1890 as an independent weekly. (Lord & Thomas *Newspaper Directory.*)

## SLAUGHTER,* KING COUNTY

SUN, established on March 24, 1888, and continued as a weekly to the present time, with changes as to the name of the city and name of the paper. Early in statehood the Legislature changed the name of the city from Slaughter to Auburn. On May 9, 1893, the name of the paper was changed to *Auburn Argus.* The *Auburn Republican* was established on April 7, 1911. On October 18, 1913, the *Auburn Argus* changed its name to *Auburn Globe.* The two papers were consolidated on February 1, 1916, under the name of *Auburn Globe-Republican.* Files are kept in the office of publication, though some issues are missing from the early volumes. (E. B. Brown, in *Newspaper MSS.* Letter 4.)

## SNOHOMISH, SNOHOMISH COUNTY

CHAMPION, established on July 4, 1885, by Frank Owen. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 83.)

*Later Auburn.

## CAPTAIN JOHN MULLAN AND THE ENGINEERS' FRONTIER

By the year 1850 the heroic age of far-western exploration was rapidly drawing to a close. Since the epic expedition of Lewis and Clark the country between the Missouri and the Pacific had been trodden by thousands of trappers and traders who had peered into every nook and cranny of the Rocky Mountains in their search for beaver skins. More venturesome traders, like the Astorians, like Jedidiah S. Smith, the Christian gentleman of the desert trails, William H. Ashley, Peter Skene Ogden, and many another pathfinder had charted out, in pursuit of his own calling, the great spaces between the Rocky Mountains and the Western Ocean. Along their trails had journeyed hopeful missionaries and eager homeseekers. By 1850 the Mexican war was over. The Southwest had been annexed. There were 100,000 settlers in California. A new state had been admitted with shores washed by the Pacific. Thousands more of American settlers had established themselves in the newly acquired Oregon territory, laying the foundations of another new Pacific Coast state. Great political questions over the administration of the newly acquired territory were ominously stirring the Union. The heroic period was over. The day of the engineer had dawned.

The explorations of traders and trappers and the tales of immigrants and prospectors printed in various ways had already broadcasted over the United States a good deal of information of a more or less reliable nature as to the character of the western country. But this was gathered and disseminated in an unsystematic way and had comparatively little scientific value. For example, though people knew generally that it was possible to build a railroad across the Rocky Mountains, particularly through the South Pass, it was not certain which of several would really be the best route nor was there enough topographical information available from Fremont and others on which exact estimates of comparative costs could be based. The far west so well known to the trader and prospector still remained to be scientifically mapped and measured. Only when that should have been done could the tremendous material developments occur which have made this country such a vital part of the American union of the twentieth century. Only then could the railroad come. Only then could the reclamation engineer estimate the possibilities of irrigation. Only then could

we reckon the power of our falling waters, the value of our mighty forests, the extent and utility of our vast mineral treasure.

This mapping and measuring of the far west, the scientific foundation of our present day civilization, was the task of a numerous group of hard-working, conscientious and adventurous young engineers mostly selected from United States army officers and working under the command of the Secretary of War. From the time of Lewis and Clark, the first army explorers, down to the work of that grand old man of the west, Major John W. Powell, men like these have continued to devote their lives to this great public service. Today on the frontiers of Alaska the work is still carrying forward. With a few notable exceptions, these patient mappers of the west have passed out of memory. Their voluminous reports, replete with scientific data, have gone into the gloomy repositories of forbidding government documents. Yet, like many another pathfinder of science the work of the army "topographer," to use a once familiar word, lives with us today in our railroads, our reclamation works, our hydroelectric plants, in short in the whole material foundation of the west. The "Engineers' Frontier" of the fifties and sixties has long since passed by, after that of the fur trader and the prospector, but into a deeper oblivion. The American people are all too ignorant of the great services of these engineers who surveyed the west for no profit to themselves, while at their side other men were making fortunes and contributing nothing to posterity.

One of these obscure army engineers built this Mullan Road. Let us hope that these pyramids along the way may rescue from total obscurity of at least one young officer who deserved well of his country. Captain Mullan's survey and construction of this wagon-road from Walla Walla to Fort Benton was really an off-shoot of the great work instituted by an act of Congress in February, 1853, calling for a thorough survey of all the several routes possible for a transcontinental railroad. Congress appropriated $100,000 for the purpose, with the hope that agreement might eventually be reached as to which one of the routes thus accurately charted would be the best for the road which was to be built under government direction. The surveys were made by competent engineers. Because of bitter sectional differences between northern and southern representatives no agreement on a route could be reached until the secession of the southern states in 1860. After this the Union Pacific Railroad was soon chartered with a right of way through the South Pass to California.

The survey of the northernmost route, between Lake Superior and Puget Sound, was made under the direction of Isaac I. Stevens, first Governor of Washington Territory, who took charge of the expedition incidentally to the journey overland to his new post. The energy, ability and leadership of this man were responsible for the preparation of the report on the northern survey before that of any of the others. Its publication was a most important factor in securing, after the delay caused by the Civil War, the organization of the Northern Pacific Railroad and the consequent opening up to civilization of the large part of the northwest.

In October, 1853, while in the Bitter Root Valley among the Flathead Indians, Governor Stevens left Captain (then Lieutenant) John Mullan to spend the winter making meteorological observations and exploring the surrounding country with a view to selecting the best passes for any wagon road between the heads of navigation of the Missouri and the Columbia Rivers. Such a road would fulfill three purposes: a means of transport of supplies for the future railroad; a highway for emigrants; a military route over which contingents for the garrisons of the northwest might be moved from the east with greater celerity and economy. It eventually served most efficiently all three of these purposes. In addition, it became the pathway for an army of mining prospectors who followed the gold rush into Montana in the early sixties. As such it was for a while a rival route to the Oregon Trail passage to the Pacific Northwest.*

From 1853 till 1862 Lieutenant Mullan worked at surveying and constructing the new road through the northwestern wilderness. He encountered the greatest difficulties. When Stevens' survey was commenced the only mathematical data and maps available were those made during Lewis and Clark's hasty transit through the mountains nearly fifty years before. These were not fully published until the twentieth century. The parts of them accessible to Mullan could have been of little help for the purposes of a road survey. It was all new work. It was necessary not ony to examine the various passes from the Lo-Lo pass north to those between Clark's Fork and the upper Missouri. Mullan had to measure the climate as well as to examine the lie of the land. The matter of snowfall and temperature is vital in mountain road work, as even Mullan found to his chagrin before he submitted his final report. The elements and the wilderness were

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not all he had to encounter. Public apathy, official red-tape, and the disorganization of the war department consequent on the change of administrations and the great political issues of the election of 1860, together with the difficulty of keeping the remote Washington government consistently active in the far west, served to delay completion of the work. Three times Mullan crossed the continent and returned to the mountains in order to keep alive his project.

During the eight years of survey and construction, in which much time was thus lost, many significant events happened. No sooner had the first appropriations been authorized for the new road than the Indian wars of 1856-1858 broke out and stopped everything for a while; the natives of Washington Territory were then defeated and placed on reservations as a result of the famous campaign, in which Mullan volunteered his services; the Walla Walla Valley was opened up to settlement; the great gold rushes to Colville, Idaho, and Montana brought their hectic population of thousands into the new Inland Empire. In the latter connection the beginnings made on the road proved of greatest assistance as a pathway of civilization in the first years of the settlement of this section. Walla Walla, the biggest settlement in the inland Columbia country, though not itself located on that river, naturally became the western terminus of the road. By 1859 steamboats were ascending the Missouri to Fort Benton and the Columbia to Wallula. Walla Walla became for a period one of the two great distributing points of the northwest. The sixties were the "roaring" days of Walla Walla's frontier life which are being represented here in pageantry tomorrow.

The military utility of the new road was abundantly demonstrated in 1860 by the march overland from Fort Benton of three hundred men under the command of Major Blake. Near the present site of Spokane this force divided, one-half of them departing north to relieve the garrison at Fort Colville, the others going on to the south. In the autumn of 1960 these men marched onto the parade ground of the new fort at Walla Walla, fifty-seven days out from Fort Benton. A part of them remained to serve in the local garrison. The rest were sent on for the service of posts at The Dalles and Vancouver. As raw recruits they had embarked at St. Louis on the Missouri River steamboats. By the time they reached Walla Walla the march overland had served to whip them into disciplined soldiers.

In the east the Civil War had broken out in 1861. It is perhaps an indication of the potency of Captain Mullan's persuasive visits to Washington City, and of Stevens' unflagging efforts there as territorial delegate, that the work on the road continued during the first two years of the war. The task was finally completed in 1862. It is significant of the importance which Congress had by now come to attach to transportation in the distant northwest, that a resolution was passed by the Senate in February, 1863, for the printing and distribution of Captain Mullan's final report on the road. This was in the very darkest period of the whole conflict. During those weary weeks when Grant was mired in the Mississippi mud north of Vicksburg, the great flood of population which had followed the mining stampede of 1862 to Idaho and Montana, was pouring out over the whole inland Empire, to leave after its subsidence the groups of settlers who were the fathers and mothers of so many of those here present today. Mullan's appraising eye had discerned the magnificent agricultural possibilities of the country through which his road lay. His very readable report is full of advice for the immigrant homesteader, and he later wrote a guide book for the immigrant miner. As the Walla Walla district filled up with settlers during the course of his work he observed with much satisfaction the prosperity of this new country. "Already have each and all of these valleys," he wrote, "become the comfortable homes of the pioneer farmer and grazier, where the hand of industry, adding daily to the wealth and prosperity of the country, gives a new beauty, by the erection of schoolhouses and churches, those barometers of the intelligence and morality of a people."

The coming of the Northern Pacific Railroad followed finally the Stevens survey and the Mullan road. It was the work of Stevens and his faithful subordinate Mullan, which opened the way for the railroad. It was the railroad which opened the way for the millions of settlers who make up the people of the northwest today. For all this the young engineer after whom this road is named, was a real inspiration and a powerful contributor. May this monument serve to mark in our memory the name of a faithful follower of the "Engineers' Frontier."

Samuel Flagg Bemis.

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The coming of the Northern Pacific Railroad followed hard on the Stevens survey and the Mullan road. It was the work of Stevens and his faithful subordinate Mullan, which opened the way for the railroad. It was the railroad which opened the way for the millions of settlers who make up the people of the region west today. For all this the young engineer after whom the road is named, was a real inspiration and a powerful contribution. May this monument serve to mark in our memory the name of a faithful follower of the "Engineers' Frontier."

# THE MULLAN ROAD: ITS LOCAL HISTORY AND SIGNIFICANCE*

This occasion is another reminder to us of rapidly passing years; the erection of this monument, aside from its special purpose, serves to mark another milestone in the life of the community which bears the name Walla Walla.

It was in June, 1859, sixty-four years ago, that Lieut. John Mullan, a West Point graduate, commanding a detachment of about one hundred officers and men, left the newly constructed Fort Walla Walla, which was situated one mile to the south, and led his little company past the spot upon which we now stand. There had been no surveys of the public lands here and the trail, which he was to transform into a road, left the level of the valley and ascended the bench lands through a gently sloping ravine or draw, which then ran directly through the site of the stockade and buildings of yonder state institution. The equipment of this company included scientific instruments to determine levels and latitude and longitude, and tools to build bridges and dig away banks of earth and rock, as well as tents, arms and ammunition for protection and food for sustenance of man and beast. That day and date marks the beginning of official road building in the Inland Empire.

In June, 1859, the population of civilians in Walla Walla was very small. Only six months previous the valley had been, by the War Department, declared open for settlement, and settlers were just beginning to arrive. Of that population there are now living here, as far as known, only two persons, both then lads of less than fifteen years. The father of one of them had begun to improve the first land claim here, just to the southward of the city; the father of the other, the trusted clerk of Col. Wright at the Army Post, was selecting a homestead of 160 acres now within

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* In Montana there are four permanent monuments, along the line of the Mullan Road between Fort Benton and the summit of the Bitter Root Mountains, and in Idaho there are at least three similar monuments. Last year, 1922, near Spokane, two permanent markers were erected by the Washington State Historical Society, and now a third has been erected at Walla Walla, where Lieut. John Mullan began the actual construction of that historic road in June, 1859. The monument is located on the edge of the highway, near the Washington State penitentiary, where it will always be under the care of the State, and where the setting is very beautiful.

The dedicatory exercises were held on the 5th of June, in connection with the meeting of the Walla Walla Pioneer Association on that day. The presentation was made by Governor L. F. Hart, and the acceptance by Mr. Burgunder, of Colfax, president of the Pioneer Association, who personally traveled the road in the early sixties.

Two brief addresses of a historical nature were delivered, one by Mr. T. C. Elliott, of Walla Walla, upon the local significance of the Road, and the other by Prof. Samuel Flagg Bemis upon its national significance. The text of these addresses is presented in this number, for proper preservation and reference.

the present city limits. Those two boys[1] are present today—now beyond the alloted span of three score years and ten; but they heard the sunrise gun and bugle call on that morning in June, 1859, at Fort Walla Walla.

The orders to Lieut. Mullan (promoted to Captain in 1862) were to construct a "Military Wagon Road" between Fort Walla Walla, Washington Territory, and Fort Benton, at the head of navigation on the Missouri River in what is now Montana. The first bridge on this road was built across a slough known as Mud Slough, three miles from the Fort, the second was across Dry Creek, 7½ miles out; the third was across the Touchet River just below Prescott. From there the course turned east and then north through the rolling hills to the crossing of Snake River at the mouth of Palouse. Those who now have occasion to travel over the fine macadam highway from this city to Prescott by way of the ranches bearing the well known pioneer names of Nelson, Hadley, Berryman and Flathers, and then on to Lyons Ferry, are making use of the Mullan Road. The bridge at the Touchet was for many years known as the Mullan bridge; and there were located one of the first school houses of this county and one of the first voting places. Mullan precinct has since been reduced in size and includes now this portion of the city of Walla Walla. By this road and his voting precinct, and now by this monument, the name of John Mullan is officially linked to the permanent records of Walla Walla County.

Reference has been made to a trail. Be it remembered that, speaking broadly, this Mullan Road followed the meanderings of one of the old and well traveled Indian trails through the Inland Empire of today. Before the coming of these sodiers there had passed this spot for many years the original dwellers in this land of plenty. The engineering of the red man was quite sufficient for the pony, the pack animal or the tepee poles, but transition to a road suitable for wagons to travel over brought many problems to Lieut. Mullan and his fellow officers, even through the prairie country of Walla Walla.

Tradition tells us that in years long gone by this portion of the Walla Walla Valley, where the city now stands, was a favorite meeting place for the Indians to perform the religious ceremonies of the sun dance, or to carry on a potlatch (or fair), or for visiting, trade and sports, or to hold a war council concerning their enemies to the south of the Blue Mountains. To such occasions there

1 Charles Clark and Frank Singleton.

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Reference has been made to a trail. Be it remembered that, speaking broadly, this Mullan Road followed the meanderings of one of the old and well traveled Indian trails through the Inland Empire of today. Before the coming of these earliest white men passed this spot for many years the original dwellers in this land of plenty. The engineering of the red man was quite sufficient for the pony, the pack animal or the native pedestrian; but to build a road suitable for wagons to travel over brought many problems to Lieut. Mullan and his fellow officers, even through the gentle country of Walla Walla.

Tradition tells us that in years long gone by this portion of the Walla Walla Valley, where the city now stands, was a favorite meeting place for the Indians to perform the religious ceremonies of the sun dance, or to carry on a potlatch for fairs, and for vending trade and sports, or to hold a war council concerning their enemies to the south of the Blue Mountains. At such occasions there

1 Charles Clark and Frank Kennedy

would have passed down this trail numerous bands from the various tribes living north of Snake River; the Spoknaes, the Kullyspells (Pend d'Oreilles), the Skeetshoas (Coeur d'Alènes), the Okinakanes, the Nez Percé bands along the lower Snake, and others. The mouth of the Palouse River has always been known as the great crossing place of the Indians journeying north and south through this country. These then were the original travelers over this Mullan Road.

In June, 1859, the present city of Walla Walla was not much more than a trading camp, to supply the needs and demands of soldiers and officers at the army post, and of the rapidly arriving settlers from the Willamette valley. But its growth immediately after was phenomenal, owing to the discovery of gold in the mountains of Idaho and Montana and British Columbia. There was nothing at Spokane but a water fall and gravel bed. Walla Walla held the prestige of the most populous city in Washington Territory until about 1882, even Seattle taking second place before that date. From Walla Walla as a trade center the extensive country lying north of Snake River was settled and commercially organized.

Families went from here to take up homesteads in what are now known as the Big Bend, the Palouse and the Spokane and Colville districts. Stockmen selected their large ranches and hauled from there annually their large quantities of supplies. Merchants from here established the first stores in Lincoln, Spokane and other counties, and freighted from here much of their merchandise, including wet goods. The early traders in the Bitter Root Valley, near Missoula, Montana, did business here, and sent their gold dust here for safekeeping. Much mail was distributed from here to the residents of all that extensive region; a star route was maintained between Walla Walla and Helena, a brother of Senator Clark being an original contractor on that route. Droves of cattle were driven from here to the mining districts of Montana and British Columbia. For years the larger part of this travel and transportation was served by this Mullan Road, and the pounds of freight crossed at Silcott's, afterward Lyons Ferry, and dragged up the steep grades on the north side of the river there would be impossible to estimate. Think, if you will, of the difficulties and distress connected with such travel, during the dust of summer and the chill and mud of fall and spring, the distances between watering places, the broken wheels and the dry camps. Think, if

you must, of the oaths which have been uttered on the grades and crossing of that road.

This is the story of the origin and early use of the Mullan Road. Ten years or more after its completion the rich Palouse Country was more rapidly settled upon, towns began to multiply and stage lines to be established there; and travel began to be diverted to other crossings of Snake River. And then came the railroad to the door of the city and the farm, and with the advent of the automobile another chapter is being written. There always has been, and still is a steady use of the Mullan Road, but probably never again will it attain to its former prestige between Walla Walla and the "Upper Country."

Time on this occasion permits of this mere outline of what the Mullan Road has meant in the history of Walla Walla. It is fitting and proper that the State Historical Society, functioning for the culture of citizenship and the honor of the pioneers, should cause to be erected this monument, as a permanent reminder of Captain John Mullan and his work, and of the sturdy pioneers who followed after him, the great majority of whom have now "rested from their labors."

T. C. Elliott.

## ORIGIN OF WASHINGTON GEOGRAPHIC NAMES

[*Continued from Volume XIV., Page 144.*]

WHILIPAH RIVER, see Willapa River.

WHILL WETZ, an Indian village on Oak Point in 1810-1813. (Alexander Ross, *Oregon Settlers,* in "Early Western Travels," Volume VII., page 117.)

WHISKEY CREEK, a tributary of the Touchet River at Huntsville, Columbia County. The origin of the name may be inferred from the following: "At the crossing of Whiskey Creek lived William Bunter and with him were George Ives and 'Clubfoot' George, engaged in trading whiskey for Indian cayuses. These three sold out and went to Montana in the early sixties, where they were shortly after hung by the vigilantes." (*Illustrated History of Southeastern Washington,* page 284.)

WHITBEY, see Whidbey.

WHITCOMB, a town in the southwestern part of Benton County, was formerly known as Luzon. The change of name was suggested by James A. Moore and G. Henry Whitcomb, owners of land at that point. (L. C. Gilman, in *Names MSS.* Letter 590.)

WHITE, a village in the northwestern part of King County, was named in honor of William H. White, a former United States District Attorney and later a Justice of the State Supreme Court. He practiced law in Seattle for more than forty years and was an ardent Democrat, being familiarly known as "War Horse Bill." (H. S. Reed, of Redmond, in *Names MSS.* Letter 222.)

WHITE BEACH BAY, an arm of West Sound, Orcas Island, San Juan County, was first mapped on the British Admiralty Chart 2689, Richards 1858-1859. The name is descriptive.

WHITE BLUFFS, a town in the northeastern part of Benton County, was named for the conspicuous bluffs nearby. An old building of logs and driftwood is still standing, in which the Hudson's Bay Company conducted a trading post in the early days. (E. J. O'Larry, in *Names MSS.* Letter 215.)

WHITE CLIFFS, on the west shore of Lopez Island, San Juan County, were first mapped on the British Admiralty Chart 2689, Richards 1858-1859. The name is descriptive.

ORIGIN OF WASHINGTON GEOGRAPHIC NAMES

[Continued from Volume XIII, Page 194]

Wenatchee River, see Wenatchi River.

Wenatchi, Wenatchee, an Indian village on Oak Point in 1810-1812. (Alexander Ross, Oregon Settlers, in "Early Western Travels," Volume VII, page 117.)

Wenberg Creek, a tributary of the Tucalla River in Pierce County, Columbia County. The origin of the name may be inferred from the following: "At the crossing of Wenberg Creek [near Dayton] William Hunter and with him were George Ives and Clarence George, engaged in trading whiskey for Indian ponies. These three sold out and went to Montana in the early sixties, where they were shortly after hung by the vigilantes." (Chadwick Manuscript, History of Southeastern Washington, page 294.)

Wentzel, see Wenzel.

Wenzel, a town in the southwestern part of Benton County, was formerly known as Lyson. The change of name was suggested by James A. Moore and G. Henry Whitcomb, owners of land at that point. (L. C. Gilmer, in Names MSS. Letter 290.)

Wenzel, a village in the north eastern part of King County, was named in honor of William H. White, a former United States District Attorney and later a Justice of the State Supreme Court. He practiced law in Seattle for more than forty years and was an ardent Democrat, being familiarly known as "Wet Blanket Bill." (H. S. Reed, of Redmond, in Names MSS. Letter 25.)

White Beach Bay, an arm of West Sound, Orcas Island, San Juan County, was first mapped on the British Admiralty Chart 2689, Richards 1858-1859. The name is descriptive.

White Bluffs, a town in the northeastern part of Benton County, was named for the conspicuous bluffs nearby. An old building of logs and driftwood is still standing, in which the Hudson's Bay Company conducted a trading post in the early days. (E. J. O'Leary, in Names MSS. Letter 215.)

White Cliffs, on the west shore of Lopez Island, San Juan County, were first mapped on the British Admiralty Chart 2689, Richards 1858-1859. The name is descriptive.

WHITE HORSE MOUNTAIN, in the central part of Snohomish County, was named by W. C. Hiles. (Charles E. Moore of Darrington, in *Names MSS.* Letter 193.)

WHITE RIVER, rising, with its east and west forks, from the glaciers on the north and northeastern shoulders of Mount Rainier, it flows westwardly forming part of the boundary between Pierce and King Counties. At the Muckleshoot Indian Reservation the river bends toward the north and flows northwardly through King County. At Black River Junction it is joined by the outlet of Lake Washington, known as Black River. From that junction the stream takes the name of Duwamish River, which flows into Seattle Harbor, formerly known as Elliott Bay. In the upper part of White River the most considerable tributary is Greenwater River. Both these streams were given the Indian name "Smalocho" by the Wilkes Expedition, 1841. (*Narrative,* Volume IV., page 422.) The name of White River came from the glacial "milk" in its stream. This was noted in 1853 by Theodore Winthrop. (*The Canoe and the Saddle,* J. H. Williams edition, page 284.) The river was formerly charted as "Stkamish." (Preston's Map of Oregon and Washington West of the Cascade Mountains, 1856.) This was from the Sekamish Indians who lived on the banks of the river. (Bureau of American Ethnology, *Handbook of American Indians,* Volume II., page 498.) See also Duwamish River and Greenwater River. There is another White River, a tributary of the Wenatchee River in the central part of Chelan County.

WHITE ROCK, east of Blakely Island,, San Juan County was named by the United States Coast Survey in 1854. (*Pacific Coast Pilot,* page 565.) See Black Rock. These two rocks were nmed "The Pointers" by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 77.)

WHITE SALMON RIVER, a tributary of the Columbia River in the southeastern part of Klickitat County. The stream has many small tributaries, one of which flows from a glacier on Mount Adams, known as White Salmon Glacier. Lewis and Clark, in 1805, called the stream "Canoe Creek," on account of the number of Indians in canoes fishing in the stream. (Elliott Coues, *History of the Lewis and Clark Expedition,* Volume II., page 677.) The Lewis and Clark journals frequently mention white salmon

trout as one of the food fishes in the Columbia River. But Theodore Suksdorf, after a residence of forty years in that vicinity, gives a less attractive origin of the name as follows: "In early days in the fall, September and October, immense droves of sick salmon came into White Salmon River. Their meat had turned white and they had more or less sores over their bodies. These sores turned perfectly white, probably on account of a fungus and they died by the hundred. On account of these fish the river was called White Salmon and in 1872, or thereabouts, a postoffice was established near Bingen and called after the river, White Salmon. About 1886, that office was moved to the present town of White Salmon." (In *Names MSS.* Letter 101.) Another pioneer has given an attractive account of the White Salmon settlement. (Albert J. Thompson, "Memories of White Salmon and Its Pioneers," in *Washington Historical Quarterly,* Volume XIV., pages 108-126.)

WHITE SHEEP RIVER, see Big Sheep Creek.

WHITE STALLION RIVER, see Touchet River.

WHITE SWAN, a town on the Yakima Indian Reservation, Yakima County, was named for White Swan who was a famous chief of the Yakima tribe for sixty years. The town is on the site of his home. Mr. A. C. Coburn started the first store there about a year after the chief's death, August 21, 1907. (Postmaster at White Swan in *Names MSS.* Letter 544.) A special dispatch to the *Seattle Post-Intelligencer* dated at North Yakima January 13, 1910, tells about the driving of stakes and laying out the townsite of White Swan.

WHITEHORN POINT, on the south shore of Birch Bay in the northwestern part of Whatcom County, was named by the Wilkes Expedition, 1841, in honor of Daniel Whitehorn, Quarter-Gunner on one of the ships of the squadron. (*Hydrography,* Volume XXIII., Atlas, chart 77.) In 1791, the Spanish explorer, Lieutenant Francisco Eliza, named it "Punta del Garzon." (*United States Public Documents,* Serial No. 1557, chart K.)

WHITEMAN'S COVE, on the east shore of Case Inlet, in the northwestern part of Pierce County, was named in early days for a man named Reed, who married an Indian woman and settled there. He was the only white man in that vicinity at the

time. (E. Shellgun, Postmaster at Longbranch, in *Names MSS.* Letter 103.)

WHITES, a town in the southeastern part of Grays Harbor County, was named by Northern Pacific Railway officials in honor of Allen White who started a sawmill there about 1890. (O. M. McPherson, in *Names MSS.* Letter 492.)

WHITLOW, a town in the southeastern part of Whitman County, was named for M. W. Whitlow who built the warehouse and whose farm was nearby. (Lou E. Wenham, of Pullman, in *Names MSS.* Letter 115.)

WHITMAN, a small settlement and railroad station near the scene of the Indian massacre of Dr. Marcus Whitman and his missionary colony, in the south central part of Walla Walla County. The station was named for the missionary. (Postmaster, in *Names MSS.* Letter 182.)

WHITMAN COUNTY was orgnized by act of the Territorial Legislature approved November 29, 1871, and named in honor of the missionary, Dr. Marcus Whitman.

WHITNEY, a town in the west central part of Skagit County, was named in honor of Rienzie E. Whitney, a pioneer who in 1882 founded the town of Padilla. When the railroad came in 1890 the town was moved and its name was changed to Whitney. (*History of Skagit and Snohomish Counties,* page 245.)

WHITTIER, a station in the west central part of Kittitas County, was named for the poet, John Greenleaf Whittier. (H. R. Williams, Vice President of the Chicago, Milwaukee and St. Paul Railway Company, in *Names MSS.* Letter 589.)

WHOLLOCHET BAY, on the north side of Hale Passage, in the northwestern part of Pierce County, was named by the Wilkes Expedition, 1841, "Vanderford's Harbor," in honor of Benjamin Vanderford, Pilot of the *Vincennes* in the squadron. (*Hydrography* Volume XXIII., Atlas, chart 78.) Vanderford was promoted to the rank of Master's Mate before his death at sea on March 23, 1842. Captain Wilkes speaks highly of his services and adds: "As sometimes happens, he had a presentiment of his own death, and had long been impressed with the opinion that he would not survive to return to his own country." (*Narrative.*

Volume V., page 418.) The origin of the name Whollochet has not been ascertained.

WHULGE, see Puget Sound.

WIELETPU, see Waiilatpu.

WILBUR, a town in the northwestern part of Lincoln County, was named for its founder, Samuel Wilbur Condit, in 1887. The town was incorporated in 1889. While out hunting, Mr. Condit mistook a settler's poultry and shot a fat gander. Ever after he was known as "Wild Goose Bill." He owned much land and live stock and traded with Indians and miners. Before he platted and named Wilbur, his trading place was known as "Goosetown." (R. J. Reeves, in *Names MSS.* Letter 251.)

WILCOX, a town in the southern part of Whitman County, was named for Robert Wilcox, the first postmaster about 1886. (C. M. Williams, in *Names MSS.* Letter 87.)

WILD HORSE CREEK, see Mud Creek.

WILD ROSE, a settlement in the northern part of Spokane County, was named by a pioneer named Hazard because of the abundance of wild roses there. (L. C. Owen, of Denison, in *Names MSS.* Letter 190.)

WILDER CREEK, in the central part of Okanogan County, was named for H. A. Wilder who had a prospect there in 1890-1892. (C. H. Lovejoy to Frank Putnam, of Tonasket, in *Names MSS.* Letter 345.)

WILDWOOD, a town in the southeastern part of Lewis County, was named by Thomas C. Naylor, the first postmaster on August 24, 1889, because it was appropriate to the locality. (Mrs. Ella Hildesheim, in *Names MSS.* Letter 488.)

WILEY, a town in the central part of Yakima County, was named by Wallace Wiley on July 6, 1910, in honor of his father, Hugh Wiley, the pioneer, on part of whose homestead the town is located. (John H. Lynch, of Yakima, in *Names MSS.* Letter 302.)

WILKE'S PORTAGE, see Kellum's Lake Isthmus.

WILLAPA, a bay, river and town in Pacific County, all bear this Indian name. The name was first applied to the Indians and

the river, on the banks of which they lived. Writing in 1853, James G. Swan recorded: "The Indians of Shoalwater Bay had no distinct language of their own, but used the Chinook or Chehalis promiscuously, with the exception of the tribe on the Whil-a-pah River, who spoke a language somewhat resembling the Cowlitz. There are two or three of the Whil-a-pah Indians still living at Shoalwater Bay, but the rest of the tribe is all extinct." (*The Northwest Coast,* page 211.) Captain George Davidson wrote: "The Whil-a-pah Indians are extinct. The true name is Ah-whil-a-pah, or Ah-whil-lapsh." (*Pacific Coast Pilot,* page 475.) The Bureau of American Ethnology calls these Indians a Cinookan tribe and says a single survivor who understood the language was known in 1910. (*Handbook of American Indians,* Volume II., pages 955-956.) George Gibbs mentioned the stream as "Willopah" on March 1, 1854. (*Pacific Railroad Reports,* Volume I., page 465.) From that time on some variation of the name was used on maps and charts. The bay was discovered by Lieutenant John Meares, retired officer of the British Navy, on July 5, 1788. He was then in the fur trade. He called it Shoalwater Bay. (*Voyages Made in the Years 1788 and 1789,* Volume I., page 263.) Meares on the next day named Deception Bay and Cape Disappointment. He was looking for the "River San Roque" reported by the Spaniards. After the discovery of the Columbia River by Captain Robert Gray, the chart by Meares was deemed wholly inaccurate. "It was thrown aside altogether, and his account of Shoal-water Bay considered fabulous." (James G. Swan, *The Northwest Coast,* page 24.) The bay was explored and the name Shoalwater Bay was restored to the charts by Lieutenant James Alden, United States Navy, while working for the United States Coast Survey in 1853. (*United States Public Documents,* Serial No. 704, chart 50.) The neglect of the bay between the dates mentioned, 1792 and 1853, was not complete. The Wilkes Expedition, 1841, shows an exploration of the bay by Midshipman Eld. (*Narrative,* Volume V., page 133.) The Bureau of American Ethnology says the Chehalis Indian name for Shoalwater Bay is "Atsmitl." (*Handbook of American Indians,* Volume I., page 113.) The name of Shoalwater Bay proved a commercial handicap and was changed by extending the name of the river to the bay. On September 13, 1921, the *Seattle Times* published a special dispatch saying a new thirty-foot chan-

nel had been discovered at the entrance to the bay. The town of Willapa is three miles southeast of Raymond.

WILLIAM POINT, see Point William.

WILLIAMSON, a railroad crossing six miles west of Shelton, in Mason County, named for Frank Williamson, a pioneer logger. (Grant C. Angle, in *Names MSS.* Letter 83.)

WILLIAMSON ROCKS, off the west shore of Fidalgo Island, in the west central part of Skagit County, were named by the Wilkes Expedition, 1841, in honor of John G. Williamson, Gunner on one of the ships. (*Hydrography,* Volume XXIII.. Atlas, chart 77.)

WILLOWS, a settlement south of Port Townsend in the eastern part of Jefferson County, was named by the Country Club on account of large weeping willow trees near the house where the club met on the donation land claim of a pioneer named Briggs. (Postmaster of Port Townsend in *Names MSS.* Letter 311.)

WIND RIVER, a tributary of the Columbia River, in the south central part of Skamania County, was named Crusatte's River by the Lewis and Clark Expedition, 1805, after one of the men in the party. (History, edited by Elliott Coues, Volume II., page 679.) The present descriptive name was mentioned by Governor Isaac I. Stevens in 1853. (*Pacific Railroad Surveys,* Volume XII., Part I., page 138.)

WINESAP, a town in the east central part of Chelan County. Mr. W. J. Taylor and the Wenatchee Commercial Club secured a postoffice for the place in 1909. Mrs. Elizabeth Cole was the first postmistress. Coles View was objected to as a name because it comprised two words. A list of names was submitted and the United States Postoffice Department selected Winesap. (W. J. Taylor, in *Names MSS.* Letter 376.)

WINLOCK, a town in the south central part of Lewis County, was named in honor of General Winlock W. Miller, one of the first Federal officers in the Territory of Washington, an officer in the Indian wars of 1855-1856 and a close personal friend of Governor Isaac I. Stevens. He was a successful business man and owned land where the town now stands. General Miller died in Olympia on January 24, 1876, at the age of 54 years. (H. H. Bancroft, *Works,* Volume XXXI., page 118.)

WINNS, see Overlook.

WINSLOW, a town on Eagle Harbor, in the east central part of Kitsap County, was named by H. K. Hall for his brother who was one of the original owners of Hall Brothers Marine Railway & Shipbuilding Company. (Mrs. S. Woodman, in *Names MSS.* Letter 5.)

WINSOR, a town in the northwestern part of King County was named in honor of Judge Richard Winsor who writes about it as follows: "In 1888, in one of my early visits out here I bought a tract of land this side of Bothell and the river, as an investment for Mrs. Winsor. My boys had it platted and called it Winsor, and sold some lots out of it. On my removal here the next spring, I sold the tract to Abram Barker, then Vice President of the Merchants National Bank. He subsequently sold the tract out in lots and a remnant and thus came the name of Winsor, King County." (In *Names MSS.* Letter 375.)

WINSTON CREEK, a tributary of the Cowlitz River, at Mayfield, in the south central part of Lewis County, was named for William Winston. (Postmaster at Mayfield, in *Names MSS.* Letter 258.)

WINTERS LAKE, in Snohomish County, was named after an early settler. (J. F. Stretch, of Snohomish, in *Names MSS.* Letter 497.)

WINTHROP, a village in the west central part of Okanogan County, was named by the late Senator John L. Wilson, in 1890, when he was a Representative in Congress. In 1891, Guy Waring took the little postoffice into his log cabin and often asked Mr. Wilson why he chose the name. He could not remember but thought it was probably in honor of Theodore Winthrop, which is now believed to be the case in that locality. (Guy Waring, in *Names MSS.* Letter 291.)

WISER LAKE, near Ferndale in the northwestern part of Whatcom County, was named for Jack Wiser the first settler on the shores of the lake. (Phoebe Newton Judson in *Names MSS.* Letter 187.)

WISHRAM, an Indian village above The Dalles, on the Columbia River, was said by the Wilkes Expedition, 1841, to have been named for a chief "long since dead." (*Narrative* Volume

IV., page 388.) The name is often mentioned by Washington Irving in *Astoria*. James Mooney, for the Bureau of American Ethnology, says the name is for a tribe of Chinookan Indians, and the name in another language is Tlaqluít and both words refer to a species of louse or flea "abounding in that neighborhood." (*Fourteenth Annual Report*, Part II., page 740.)

WISHKAH RIVER, in the central part of Grays Harbor County, the name being a corruption of the Chehalis Indian words "hwish-kahl", meaning "stinking water." (Myron Eells, in the *American Anthropologist* for January, 1892.)

WITHROW, a town in the central part of Douglas County, was named for J. J. Withrow, a rancher of prominence and influence who was growing wheat there before a town was even thought of. (W. H. Murray in *Names MSS.* Letter 104.)

WOODED ISLAND, see Skipjack Island.

WOODINVILLE, a town in the northwestern part of King County, was named by the early settlers about 1868 in honor of the pioneer Ira Woodin. (Clara Jacobsen Leegarden, in *Names MSS.* Letter 70.)

WOODLAWN, a town on Lake Whatcom, in the southwestern part of Whatcom County, was named on October 1, 1883, by Paul Woodard, on account of the beautiful woods. (Hugh Eldridge, in *Names MSS.* Letter 136.)

WOODMAN, a town on Port Discovery, in the northeastern part of Jefferson County, was named for James O. Woodman, a native of Portsmouth, England, who lived near there for more than sixty years. (Postmaster at Port Discovery, in *Names MSS.* Letter 253.)

WOOD'S LAKE, in the east central part of Thurston County, was named for Isaac Wood, an early settler in that neighborhood. (H. B. McElroy, of Olympia, in *Names MSS.* Letter 46.)

WOOLLEY, see Sedro-Woolley.

WORKMAN CREEK, a tributary of the Chehalis River in the southeastern part of Grays Harbor County, was apparently known as Mason's Creek in early days. (Map of the Surveyor-General of Washington Territory, 1857, in *United States Public Documents*, Serial No. 877.)

WO-WUM-CHEE RIVER, see Klickitat.

WRIGHTS, a railroad station in the southwestern part of Klickitat County, was named for L. C. Wright, owner of land and a resident at that place. (L. C. Gilman, in *Names MSS.* Letter 590.)

WYADDA ISLAND, see Waaddah Island.

WYNOOCHEE RIVER, a tributary of the Chehalis River at Montesano, in the east central part of Grays Harbor County, was so named because of its varying course. The name is an Indian word meaning "shifting." (Henry Gannett, *Origin of Certain Place Names in the United States,* page 331.) George Gibbs referred to the stream by its present name on March 1, 1854. (*Pacific Railroad Reports,* Volume I., page 468.)

## Y

YACOLT, a town in the northeastern part of Clarke County, was named for the prairie on which it is located. Glenn N. Ranck writes that forty years ago an old Indian gave him the following origin of the name: "Many years ago a small tribe of Indians went huckleberrying on the prairie and some of their children were mysteriously lost. Since they could not find the children they concluded that they had been stolen by evil spirits. Thereupon they called the prairie Yacolt, meaning 'haunted place'." (In *Names MSS.* Letter 138.)

YAHINSE RIVER, see Yakima.

YAKIMA, one of the most extensively used geographic terms in the State of Washington, is applied to a county, city, river, valley, pass in the Cascade Range, Indian tribe and Indian reservation. As in many other cases the name was first applied to the river and the natives who occupied the land drained by the river. Lewis and Clark, 1805-1806, give the name as "Tapteal," which they spell in several ways. Elliott Coues, the scholarly editor of their journals, gives a number of synonyms, such as "Eyakama." (*History of Lewis and Clark Expedition,* Volume II., page 641 and Volume III., page 973.) John H. Lynch, of Yakima, quotes the pioneer Jack Splawn as authority for "lake water" as the meaning of Yakima. (In *Names MSS.* Letter 302.) Henry Gannett says the word means "black bear." (*Origin of*

*Certain Place Names in the United States,* page 332.) The Bureau of American Ethnology says the word means "runaway" and that the native name for the tribe was "Waptailmim" meaning "people of the narrow river." (*Handbook of American Indians,* Volume II., pages 983-984.) David Thompson, of the North West Company of Montreal referred to the Indians on July 8, 1811, as "Skaemena." ("Journal," edited by T. C. Elliott, in *Oregon Historical Society Quarterly,* Volume XV., page 56.) Alexander Ross was with the Astorians, 1811, though his book *Adventures of the First Settlers on the Oregon or Columbia River* was not published until 1849, in which he uses the name "Eyakema." ("Early Western Travels" edition, Volume VII., page 141.) The Wilkes Expedition, 1841, refers to the river by the name as now spelled. (*Narrative,* Volume IV., page 428.) The same is true of the railroad explorers in 1853, though they call the upper portion of the river "Yahinse." (*Pacific Railroad Reports,* Volume I., pages 377-389.) In framing the treaty of June 9, 1855, Governor Isaac I. Stevens referred to the river and tribe as "Yakama." (Charles J. Kappler, *Indian Affairs,* Volume II., "Treaties," pages 698-702.) Yakima County was established by an act of the Territorial Legislature approved January 21, 1865. Hubert Howe Bancroft describes an interesting epoch as follows: "Yakima City was incorporated December 1, 1883. Twelve months later, when it had 400 inhabitants, the surveyors of the Northern Pacific railroad laid out the town of North Yakima, four miles distant from the old town, upon a broad and liberal scale, and proposed to the people of the latter that if they would consent to be removed to the new town they should be given as many lots there as they possessed in the old, and have besides their buildings moved upon them without cost to the owners. Such an agreement in writing was signed by a majority of the citizens, and in the winter and spring of 1884-1885 over 100 buildings were moved on trucks and rollers, hotels, a bank, and other business houses doing their usual business en route. This was a good stroke of policy on the part of the railroad, general land commissioner, and the company, as it definitely settled opposition, both to the new town and the corporation, which also received a year's growth for North Yakima in ninety days' time." (*Works,* Volume XXXI., pages 298-300.) By act of the State Legislature approved January 30, 1917, and to go into effect on January 1, 1918, the city was permitted to drop the word

"North" from its name. The same Legislature also changed the name of the older town of Yakima to Union Gap.

YAKIMA FALLS, see Prosser.

YALE, a town in the southeastern part of Cowlitz County, was formerly known by the Indian name "Spillei." The United States Postoffice Department selected the new name. (Anna Griffith, in *Names MSS.* Letter 414.) The honor was probably intended for the University.

YANNOINSE RIVER, see Teanaway River.

YELLEPIT, a town in the southeastern part of Benton County, was named for a great chief of the Walla Walla Indians, who was favorably mentioned by Lewis and Clark who gave him one of the famous Jefferson medals. The chief was praised by other early travelers. (*David Thompson's Narrative,* Champlain Society edition, page 490, note by T. C. Elliott.

YELLOWHAWK CREEK, in Walla Walla County, was named for a Cayuse Indian chief, whose name was Petumromusmus, meaning "yellow hawk or eagle." (Myron Eells, in *American Anthropologist* for January, 1892.)

YELM, an Indian name for a town and prairie in the east central part of Thurston County. The Puget Sound Agricultural Company used the name at the same place to designate a farm-site and heardsman's station. The Nisqually Journal for May 17, 1849, says: "Rode to Yelm Ferry accompanied by Wm. Macneill and dispatched an Indian from there with the letters for Vancouver." (*Washington Historical Quarterly,* July, 1919, page 216.) The Longmire family settled on Yelm Prairie late in 1853. For many years Yelm was the outfitting and starting point for those who attempted to ascend Mount Rainier.

YEOMALT, a town in the east central part of Kitsap County, was changed in some way from the old spelling "Yemoalt." The origin and meaning of the word have not been ascertained. (Mrs. S. Wooman, in *Names MSS.* Letter 5.)

YEW, see Maltby.

YEE-WHALTZ, an Indian name for Muck Creek.

YOMAN POINT, on the northeast shore of Anderson Island, in the west central part of Pierce County, was first mapped by

the Wilkes Expedition, 1841. (*Hydrography*, Volume XXIII., Atlas, chart 79.)

YOUNG ISLAND, at the eastern end of the passage between Allan and Burrows Islands, in the west central part of Skagit County, was named by the Wilkes Expedition, 1841, probably in honor of Ewing Young, the Oregon pioneer whose farm had been visited by Captain Wilkes. (*Narrative*, Volume IV., pages 358-360.)

YUKON HARBOR, a small bay in the southeastern part of Kitsap County, has obtained this name since the gold rush days up the Yukon River. It was first mapped by the Wilkes Expedition, 1841, as Barron's Bay, an honor for Commodore Samuel Barron, a comrade and friend of Captain William Bainbridge in the Tripolitan War, 1805. Captain Bainbridge was also honored in that same vicinity by the naming of the large island. (*Hydrography*, Volume XXIII., Atlas, chart 78.)

## Z

ZELACHED POINT, on the southwest coast of Toandos Peninsula, in the eastern part of Jefferson County, was first mapped by the Wilkes Expedition, 1841. (*Hydrography*, Volume XXIII., Atlas, chart 78.)

ZILLAH, a town in the east central part of Yakima County, was named by Walter N. Granger in honor of Miss Zillah Oakes, daughter of T. F. Oakes, then President of the Northern Pacific Railroad Company. (Postmaster at Zillah, in *Names MSS.* Letter 494.)

ZINDEL, a former postoffice, two miles from Rogersburg, in the southeastern part of Asotin County, was named in honor of the pioneer, M. W. Zindal. (C. D. Brown, of Rogersburg, in *Names MSS.* Letter 262.)

[*The End.*]

# DOCUMENTS

## The Nisqually Journal

[*Continued from Volume XIV, Page 148*]

[December, 1851]

[Ms. Page 21]

*Monday 1st.* Showery. Squally all day long. Chaulifoux[1] & Cowie,[2] Keavhaccow[3] & Tapou[4] as before. Fiandie[5] & two Indians F. noon[6] clearing out Store at beach. A. Noon[7] Fiandie with Barnes[8] & Thornhill[9] at work in slaughter House cutting up gelace[10] boiling Horns &c &c. McPhail[11] (who has recovered from his sickness) with Indian gang[12] picking & sorting potatoes. Oxen Forenoon carting f^e^. wood. A. Noon carting up Flour from beach which arrived last Night with Young[13] from Olympia.[14] Mr. Miller[15] & Mr. Moses[16] (brother to the collector of customs P. Snd.[17]) here this Morning.

*Tuesday 2nd.* Rain all day. Chaulifoux & hands as before. Remaining hands employed thrashing Oats & Wheat in barn. Indian gang F. Noon picking up potatoes. A. Noon with Hand Cart bringing gravel to Fort yard & filling up holes therein. At the request of the Ladies,[18] despatched a canoe off to Olympia to enquire as to the detention of the Vessels.[19] Oxen employed carting Firewood.

*Wednesday 3rd.* Still gloomy Weather. Received a letter from Dr. Tolmie[20] this morning stating that both the Comp^ys^.[21] vessels had been seized up at Olympia by the Americans.[22] The "Mary Dare" was seized because the Cask Sugar on board did not amount in lbs. weight which would have been required to have

*Thursday 4th.* Fine & pleasant Weather. despatched a canoe of Indians to the vessels at Olympia, with 6 Quarters of Beef for their use. Barnes & Thornhill thrashing Wheat for seed. Fiandie,

1 A servant. 2 A servant. 3 A servant. 4 A servant.
5 A servant. 6 Forenoon. 7 Afternoon. 8 A servant.
9 A servant. 10 Hardly "gelose." Possibly a local term for gelatin.
11 A servant. 12 Indian employes. 13 A servant.
14 From the mill at "Newmarket" now Tumwater, above Olympia.
15 Winlock W. Miller, surveyor of the port of Nisqually.
16 A. Benton Moses, brother to Simpson P. Moses, the collector of customs.
17 Puget Sound.
18 Mrs. Suzette Work, wife of Chief Factor John Work; her daughter, Letitia Work; and Miss Rose Birnie. See this *Quarterly*, XIV, No. 2 (April, 1923), p. 148.
19 For an account of the seizure of the *Mary Dare* and *Beaver* see this *Quarterly*, XIV, No. 2 (April, 1923), pp. 147-148.
20 William Fraser Tolmie, chief trader for the Hudson's Bay Company, and superintendent of the Puget's Sound Agricultural Company.
21 Company's—the Hudson's Bay Company.
22 That is, by American customs officers.

# DOCUMENTS

## The Nipcotics Journal

(Continued from Volume XIV, Page 144)

(December, 1870)

(Ms. Page 21)

been in a single package. The Steamer Beaver has been seized as she was entered in ballast & had no ballast on board. All hands employed raising potatoes ploughed up by Slogomas.[23] Oxen out after Beef, three slaughtered to day. [Ms. Page 22] Northover[24] & Thornhill ploughing. McPhail & Indian gang raising potatoes in Swamp. Oxen Forenoon carting in firewood. Afternoon carting Barrels of Tallow to Store on beach in readiness for Shipment.

*Friday 5th.* Late last Night Dr. Tolmie & Mr. Work[25] arrived from Olympia, both vessels at present in the hands of the Americans, but Steamer[26] it is expected will be allowed to take her departure, there being no positive reasons for her detention. Dr. Tolmie accompanied by Miss Burney[27] & Mrs. Work, this evening set off for Olympia. The Ladies being required there, before they can obtain possession of their luggage. Hands employed as yesterday.

*Saturday 6th.* A fine breeze from the S. West. Clear pleasant weather. despatched a Canoe off to Olympia to bring back Mrs. Work & Miss Burney. The Canoe they went up in yesterday having been hired by Dr. Tolmie at Newmarket[28] (or Olympia). Chaulifoux & Cowie Shingling new Stable. Barnes & Thornhill thrashing Wheat. McPhail & gang picking potatoes. Oxen hauling firewood.

*Sunday 7th. Fine.* Mr. Anderson[29] of Fort Colvile arrived with the express from other side of Mountains also some few packs of Furs. Evening, Dr. Tolmie returned from Olympia. The Customs Officer Mr. Moses [Ms. Page 23] has seized the "Beaver" Steamer upon the grounds before mentioned. Captn. Stuart[30] arrived with Dr. Tolmie.

*Monday 8th.* Fine all day. Chaulifoux, Cowie, Keavahoccow & Gohome at New Stables, Thornhill & Sales unpacking & airing Furs that arrived yesterday. The man Sales is an hand from Victoria[31] who arrived by Steamer in search of his wife an English women [*sic*] who came here some time ago on a visit to Mrs.

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23 An Indian employee.
24 A servant.
25 Chief Factor John Work.
26 The steamer *Beaver*.
27 Miss Rose Birnie and Mrs. John Work.
28 Now called Tumwater.
29 Alexander Caulfield Anderson, chief trader for the Hudson's Bay Company.
30 Captain Charles Edward Stuart of the *Beaver*.
31 Fort Victoria, around which was built the present city of Victoria, B. C. After the settlement of the Oregon Question in 1846, Victoria was made the headquarters of the Department of the Columbia, in place of Fort Vancouver, now on American soil.

Dean.[32] Sales wishes to stop & work out his time at this Fort. Barnes preparing Barn for tomorrows thrashing with Horses. Northover & Fiandie sowing & harrowing wheat. Tapou & Indian gang raising potatoes in Swamp. Oxen out after Beef three animals slaughtered. Horse Cart bringing home firewood. McPhail indisposed.

*Tuesday 9th.* Fine clear Summer like Weather. Thornhill, Sales & Barnes with a band of Horses treading out Wheat. Tapou & Indian gang raising potatoes. Northover, Fiandie & Slugomas com$^{d}$.[33] ploughing land for oats, finished sowing Wheat, quantity sown 57 bushels. Oxen F. Noon carting firewood. A. Noon carting Salt from beach. Dr. Tolmie & Captn. Stuart busy all day writing despatches to Victoria giving an acc$_{t}$. of the late proceedings at Olympia regarding "Mary Dare" & Beaver, Late in the evening despatched canoe off to Victoria with a packet in charge of Cootie.[34] [Ms. Page 24]

*Wednesday 10th.* Showery. Early this afternoon Dr. Tolmie accompanied by Mr. Anderson & Captn. Stewart left by canoe for the vessels at Olympia. Barnes, Thornhill & Sales thrashing oats, Chaulifoux and hands as before, Indian gang sorting Potatoes. Oxen carting firewood &c &c.

*Thursday 11th.* dull slight showers of rain, Chaulifoux & hands with four oxen hauling sticks for floor to Stable. Gang picking potatoes. Sales & Tapou jobbing about Fort. Oxen F. Noon carting firewood. A. Noon off to Montgomery's[35] house to be in readiness for tomorrows killing, plain[36] wagon in with three animals intended for the vessels.

*Friday 12th.* dull. Foggy weather. late in the evening Dr. Tolmie & Mr. Anderson returned from Olympia. hands employed as yesterday.

*Saturday 13th.* dull Misty Weather. Mr. Sinclaire 1st Mate of the "Mary Dare" arrived with a boat load of Goods, part of the consignment to this place. Chaulifoux, Cowie & Keavhoccow at New Stables. Barnes & Sales thrashing oats. McPhail & gang picking potatoes. Thornhill employed about Store. Oxen carting

32 See note 51.
33 Commenced.
34 An Indian mail carrier.
35 Precise location not ascertained.
36 The wagon used on the Nisqually Plains.

firewood &c. A band of horses driven in in readiness for Mr. Anderson & Miss Birnie who start Monday next. Tapou sick.

*Sunday 14th.* Fine Sunny Weather. [Ms. Page 25]

*Monday 15th.* Dull. Signs of rain. This Morning Dr. Tolmie started for Vancouver,[37] whence he goes to consult the Law concerning the late seizures. Chaulifoux, Cowie, Keavhoccow & Tapou at New Stables. Thornhill & Barnes thrashing oats. Northover & Fiandie breaking in a Wild Horse to the Plough. McPhail & gang sweeping out Fort. Oxen F. Noon carting firewood. A. Noon carting up goods from beach. Received a note from Captain Balch[38] asking if he could be supplied with Beef at 7 cents per pound. Replied that I[39] could not take it upon myself to let him have Beef for less than 8 cents.

*Tuesday 16th.* Fine. Mr. Anderson & Miss Birnie departed this morning for Cowlitz.[40] Chaulifoux repairing Ploughs damaged by the Wild Horses. Cowie & Keavhaccow at New Stables. Squally and Gohome with four oxen hauling timber for flooring to Stables. Barnes thrashing oats. Thornhill employed about Fort. Sales put into kitchen to act as Cook and Steward. McPhail and gang sweeping out Fort &c. Oxen hauling firewood.
*Wednesday 17th.* Fair. hands employed as yesterday. Tapou still sick. rec$^{d}$. an order from Captain Balch for 800 lbs. Beef to be delivered tomorrow.

*Thursday 18th.* Frosty. Cold Morning. Evening Foggy. Chaulifoux & the Kanaka's[41] flooring Stable. Thornhill weeding in garden. McPhail & gang (4 Indians) took the Beef by Canoe to Balch at Steilacoom. Oxen F. Noon carting firewood. A. Noon off to Montgomery's[42] for tomorrows killing. [Ms. Page 26]

*Friday 19th.* Fine. Frosty Weather. hands employed as before. An Indian arrived from Cowlitz with letters.

*Saturday 20th.* Fine. A Strong breeze from the North. Thornhill sifting Flour, remaining hands as before. Sent a canoe off

37 Fort Vancouver on the Columbia River.
38 Lafayette Balch, proprietor of the town of Steilacoom.
39 Edward Huggins, clerk and keeper of this *Journal*.
40 The Cowlitz Farm, a company post on the Cowlitz River, near the present town of Toledo, Wash.
41 The word "kanaka" in the Sandwich Islands' language means "man." Many natives of these islands were in the employ of the Hudson's Bay Co. The reference here is probably to Cowie, Keavhaccow and Tapou.
42 See note 35.

to Victoria with a packet in charge of I. Goudie,[43] who arrived here in the Steamer.

*Sunday 21st.* Fine and Frosty, freezing hard toward Evening.

*Monday 22nd.* Very cold, ink freezing in pen. Whilst out with the intention of killing Cattle Mr. Ross[44] met with a sad, unfortunate accident in the act of pursuing an ox, his Horse (a spirited animal) fell with its whole weight on his (Mr. Ross's) left leg, and broke it very severely. Dr. Haden[45] was sent for and attended immediately. No animals killed to day. I myself rode out to Mr. Balch's[46] and got his signature to a petition to be presented next court praying to have portion of road from Steilacoom to Olympia reviewed, which road, if carried out according to first view will run through one of the Company's Fields. Captain Stuart arrived for a supply of fresh Beef. Thornhill & Young employed killing & dressing a couple of Hogs for ourselves & one for the vessels. ploughing stopped on acct. of the severe frost, ploughmen employed Winnowing oats. Chaulifoux & gang at Stables. [Ms. Page 27]

*Tuesday 23rd.* A heavy fall of Snow in the early part of Morning which disappeared before Night. This Morning, the canoe which was sent off to Victoria in charge of Cottie returned with a packet of letters. Hands employed as before. Horse and cart employed carting in firewood—two Oxen hauling firewood.

*Wednesday 24th.* More Snow. Chaulifoux & Cowie flooring New Stable. Barnes, Northover & Fiandie winnowing Oats. Served out a regal to the people the same as given last year. Captain Stuart left for Olympia. Major Goldsboro[47] called on his way down with "Orbit" which vessel is bound for the Sandwich Islands. A pint of American brandy purchased at Olympia was served out to each Whiteman.

*Thursday 25th.* Christmas day. dull gloomy weather. all quiet. the men enjoying themselves moderately. in the evening arrived from Olympia J. Swanson, J. Sinclair & Watson officers from the "Beaver" & "Mary Dare." Mr. Ross improving.

*Friday 26th.* Fine, a holiday for all hands. I Myself[48] rode out

43 Identity not ascertained.
44 Mr. Walter Rose, clerk, in charge of the company's post at Tillthlow, near Steilacoom.
45 J. A. Haden, government surgeon at Fort Steilacoom.
46 At Steilacoom.
47 Hugh Allan Goldsboro.
48 See note 39.
49 William P. Daugherty.

& requested Mr. Dougherty[49] to present the road petition at Court, he promised so to do.

*Saturday 27th.* Showery. likewise an holiday to the men. [Ms Page 28]

*Sunday 28th.* Showery. Mr. Watson 2nd Engineer to Steamer "Beaver" left this Evening by acnoe for Victoria. he is to proceed to England by "Norman Morrison", he having procured his discharge. Messrs. Sinclair & Swanson also left to rejoin their vessels at Olympia.

*Monday 29th.* Wet and uncomfortable Weather. Chaulifoux, Cowie & Keavhaccow at New Stables. Tapou with four Oxen hauling sticks for flooring hay loft in Stable. Barnes & Thornhill thrashing Oats. ploughing resumed, four Oxen employed hauling firewood. Sergt. Hall[50] up & settled Beef Account. Mr. Dean[51] in. Reports that Mr. Ross is progressing favourably.

*Tuesday 30th.* Showery. Chaulifoux & hands employed as before. Barnes making dip Candles. Oxen employed hauling home Potatoes from pits in Swamp.

*Wednesday 31st.* No change in the Weather. Chaulifoux & Cowie at Stable. Tapou with 4 oxen hauling sticks for Stable loft. Keavhaccow & three Indians cutting fuel. Thornhill & Barnes with Horses treading out Wheat in barn. Oxen hauling firewood. Served out a regal to people, the same as on Christmas day. [Ms. Page 29]

[January, 1852]

*Thursday, 1st.* Heavy dull rainy Weather. people all drunk, McPhail in particular, fighting & quarrelling with the Men. he is a utterly worthless fellow.

*Friday, 2nd.* Rain all day. A holiday to all hands.

*Saturday 3rd.* Fine mild Weather. likewise a holiday. Mr. Ross doing well.

*Sunday 4th.* dull hazy weather. Evening arrived a canoe from Victoria bringing a few letters. The "Damascove"[52] Captn Balch's

50 First Sargeant James Hall, Co. M, 1st Artillery, U. S. A., of Fort Stellacoom.
51 A Mr. Thomas Dean, foreman at Tlilthlow.
52 The *Demaris Cove.* For an account of this event see H. H. Bancroft, *History of*

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*Saturday 27th.* Showery. likewise a holiday to the men. [Ms. Page 28]

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*Monday 29th.* Wet and uncomfortable Weather. Chaulifoux, Cowie & Keavhaccow at New Stables. Tapou with four Oxen hauling sticks for flooring hay loft in Stable. Barnes & Thorn hill thrashing Oats. ploughing resumed, four Oxen employed hauling firewood. Sergt. Hall[50] up & settled Beef Account, Mr. Dean[51] in. Reports that Mr. Ross is progressing favourably.

*Tuesday 30th.* Showery. Chaulifoux & hands employed as before. Barnes making dip Candles. Oxen employed hauling home Potatoes from pits in Swamp.

*Wednesday 31st.* No change in the Weather. Chaulifoux & Cowie at Stable. Tapou with 4 oxen hauling sticks for Stable loft. Keavhaccow & three Indians cutting foot. Thornhill & Barnes with Horses treading out Wheat in barn. Oxen hauling firewood. Served out a regal to people the same as on Christmas day. [Ms. Page 29]

[January, 1857]

*Thursday, 1st.* Heavy dull rainy Weather. people all drunk. Mr. Phail in particular, fighting & quarrelling with the Men. He is a utterly worthless fellow.

*Friday, 2nd.* Rain all day. A holiday to all hands.

*Saturday 3rd.* Fine mild Weather. likewise a holiday. Mr. Ross doing well.

*Sunday 4th.* dull hazy weather. Evening arrived a canoe from Victoria bringing a few letters. The "Damascove"[52] Capt[53] Balch's

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50 First Sargeant James Hall, Co. M[2] 1st Artillery, U. S. A., of Fort Stockton.
51 A Mr. Thomas Dean, foreman at Tillthlow.
52 The Demaris Cove. For an account of this event see H. H. Bancroft, History of

vessel which started from Steilacoom last week for Queen Charlottes Island, with the intention of rescueing the crew & Passengers of the unfortunate "Georgeana" wrecked a short time ago on the coast of Q. C$^{s}$. Island & crew & passengers made prisoners by the Indians called in at Victoria & made purchases of Goods to the ammount of $1800.00.

*Monday 5th.* Showery all day. Chaulifoux & gang at New Stable, Thornhill & Barnes winnowing Wheat. Oxen hauling firewood. Mr. Balch's Store at Steilacoom has been broken into by Indians, & several Blankets stolen therefrom. [Ms. Page 30]

*Tuesday 6th.* Heavy rain all day. Water beginning to appear in Swamp. Chaulifoux, Tapou, Cowie & Keavhaccow preparing Wood. By Horse Backs Thornhill & Barnes winnowing Wheat. In the Evening Mr. Sinclair arrived from Olympia for a supply of Beef. Mr. S. says that Judge Strong[53] arrived yesterday at Olympia. Oxen fetching home beef, three animals slaughtered.

*Wednesday 7th.* Incessant rain. Chaulifoux & hands at New Stable. Barnes & Thornhill making Straw into Bundles for carting to Stable. Gang of four Indians employed ditching in Swamp. Oxen carting Wheat down to Store on beach in readiness for sending to Mill. Horses & cart employed carting fodder to New Stable. Myself started on horseback for Olympia, to receive payment of a bill for $1838.81 drawn on Collector Moses, for goods purchased by the Master of the Damascove at Fort Victoria. Mr. Sinclair left with a quantity of Beef & Potatoes for the use of "Mary Dare" & "Beaver."

*Thursday 8th.* Fine. Myself[54] returned from Olympia. Mr. Moses not in town. I left the Bill of Exchange with Capt$^{n}$ Stuart whom will present it immediately on Mr. M$^{s}$ arrival. found the roads extremely bad. Rivers very high. Judge Strong has not arrived at Olympia as reported by Mr. Sinclair on Tuesday last. Horses moved into New Stable, one side of which is complete for their reception. [Ms. Page 31]

*Friday, 9th.* Fine and pleasant weather. Hands employed finishing Stable, thrashing Oats, ploughing&c. Oxen out after Beef. In the Evening Mr. Swanson arrived from Olympia, bearing a letter from Victoria to Mr. Work, brought to Olympia by the

53 Judge William Strong.
54 See note 39.

Am Brig Susanna recently arrived from Victoria. The letter to Mr. Work contains the Melancholy intelligence of the Wreck & entire loss of the Compy's Brig "Victoria"[55] off Cape Flattery on her way to Victoria from Queen Charlottes Island, she was driven by stress of Weather on to the rocks, and was there plundered and is supposed, set afire by the Indians, all hands saved. Mr. Ross improving fast.

*Saturday 10th.* Fine & Frosty. hands employed as yesterday. Oxen carting firewood. Mr. Swanson returned to his vessel taking with him two Q$^{ts}$[56] Beef.

*Sunday 11th.* A continuation of frosty weather. This Evening about 9 o'clock S. Hatal (one of the Indians that accompanied Dr. Tolmie) arrived on foot from Cowlitz carrying a packet of letters &c, he states that the roads are very bad, almost impassable to Horses. Rode out to see Mr. Ross, found him improving. Water appearing in Garden. [Ms. Page 32]

*Monday 12th.* Frosty & Fine. Young off to Olympia with a load of Wheat to be ground into Flour. Chaulifoux, Cowie & Tapou making Mangers for Horse Stable. Barnes & Thornhill with a band of Horses treading out Oats. Ploughs not at work this F. Noon on a/c of the hardness of the Soil. Men employed carrying fodder to Horse Stable. Oxen carting firewood.

*Tuesday 13th.* Weather the same. Chaulifoux repairing large canoe which received considerable damage on her last trip to Victoria. Barnes & Thornhill winnowing Oats, remaining hands employed as before. Two Indians despatched to Cowlitz with the letters that arrived from Victoria last Sunday week. have taken & confined in one of the Bastions, two Indian boys for taking Work Horses out of Stable during Night and severely running them.

*Wednesday 14th.* Very cold, freezing hard. Young returned from Olympia having left the Wheat (which could not be ground on acc$^{t}$ of the Mill being injured) at Olympia. Myself[57] off to Olympia by Canoe to see Mr. S. Moses regarding the Bill for $1839.90 for goods supplied Mess$^{s}$ Dement[58] & Balch at Victoria and which he (Mr. Moses) accepted in due form. Barnes &

55 No such vessel is mentioned by Bancroft. Possibly the *Una*. See Bancroft, *History of Washington, Idaho, and Montana*, p. 53 note.
56 Quarters. 57 See note 39.
58 Lieut. John Dement, 1st Artillery, of Fort Steilacoom. He officiated for the U. S. government in the rescue of the gold seekers.

Thornhill with a band of Horses treading out Oats. The Men arrived this evening from Victoria having received their discharge from Mr. Douglas. [Ms. Page 33]

*Thursday 15th.* Still Frosty. Returned from Olympia. Saw Collector Moses and requested payment of Bill, he replied that he could settle by giving an order for the amount on the United States Treasury, or perhaps he might be able to give an order on the Bank of San Francisco, he had written there for advice on the subject and he expected a reply by the forthcoming Mail. Several sailors, runaways from the "Norman Morrison" at Olympia, hands employed as before.

*Friday 16th.* Not quite so cold. Signs of a change of Weather. Ploughs delayed on acct of the hardness of the Soil. ploughmen employed thrashing Oats. Barnes & Thornhill Winnowing Oats, Chaulifoux and gang partitioning off Stable, McPhail & Indian gang cleaning out old Stables. Horse cart fetching in firewood. Oxen out after Beef, three animals slaughtered. The Am. Brig "G. W. Kendall" is reported to be lying at Steilacoom. flogged the Horse Stealers & let them go.

*Saturday 17th.* Soft Mild Weather. At four o'clock this Morning Mr. Nivens arrived from Victoria & proceeded forthwith to Olympia whither he goes to recover the two sextants which were left on board the "Susan Sturges." Dr. Tolmie returned from the Columbia. Judge Strong & the Comp$^{y's}$ & U. S. lawyers accompanied him as far as where the road leads to Olympia. [Ms. Page 34]

*Sunday 18th.* Dull gloomy weather. Dr. Tolmie accompanied by Mr. Work rode out to see Mr. Ross. found him doing well.

*Monday 19th.* Showery. This Morning Dr. Tolmie's pack horses arrived. Chaulifoux & Tapou repairing Wagon. Keavhaccow & Squally cutting sticks for axe handles. McPhail & three Indians making good fences. Horse & Ox Cart out after Beef. 7 animals slaughtered. Steamer's boat down after Beef. Dr. Tolmie accompanied by Mr. Work sett off by Canoe for Olympia to be present at the investigation con$^{g}$. the Compy Vessels.

*Tuesday 20th.* Fine Mild Weather. Chaulifoux & Tapou repairing Wagon. Keavhaccow and Squally closing up crevices in kitchen. Cowie not at work. Ox cart carting up Salt, firewood &c.

Steamer's boat returned with 20 Q[ts59] Beef. Barnes & Thornhill preparing Barn floor for thrashing Wheat tomorrow, cleaning out Stores &c. Ploughs breaking up New land for Oats.

*Wednesday 21st.* Fine. Early this Morning Captain Stuart arrived from Olympia the bearer of a Note from Dr. Tolmie desireing that a canoe should be got ready immediately for Captn. S. who had eben advised by the Co[ys] lawyer Mr. Marie[60] to fly and make the best of his way for Vancouver's Island, as he would in all probability be brought in liable for all the fines attached to the charges against the Steamer [Ms. Page 35] Beaver in accordance with which a canoe & 10 hands, Cowie for one, were got ready and Capt[n] Stuart set off at 8½ A. M. taking with him a packet of letters. A band of Horses treading out Wheat. Barnes & Thornhill driving them. Chaulivoux finished repairing wagon. Tapou mending chimneys to dwelling houses. Ox cart carting clay from Old Fort.[61]

*Thursday 22nd.* Fine F. Noon frosty. This A. Noon at ½ past one arrived with a warrant for the apprehension of Captn C. E. Stuart, Mr. Poe[62] temporary marshal & several other Americans. They searched the buildings about the Fort, but as a matter of course they could not discover him, they had been a long distance down the Sound. Mr. Poe says had Mr. Stuart remained he would have been let off with a comparatively small fine, but now they intended detaining the Steamer until he should make his reappearance. No news from Dr. Tolmie. Chaulifoux making Saddle girth rings. Tapou repairing chimneys, Keavhaccow & Squally Ox Collars. Wagon & Oxen carting home Clay.

*Friday 23rd.* Fine all day. Rain & Snow toward Evening. Chaulifoux making Saddle rings Keavhacco & Squally preparing wood for Ox Collars. Tapou lime whitening chimneys. Barnes & Thornhill Winniowing wheat. The Canoe which conveyed Mess[rs] Tolmie & Work to Olympia, returned this Morning bringing a note from Dr. Tolmie, stating that the [Ms. Page 36] "Beaver" & "Mary Dare" would arrive at Nisqually tomorrow. The "Alice" Capt[n] Cooper's Vessel arrived from Victoria & anchored at landing. he has come for Goudie's Horses.

*Saturday 24th.* Fine all day. Evening Rain. Capt[n] Gove of the "G. W. Kendall" (now lying at Steilacoom) up at the Fort en-

59 Quarters.
60 Simon B. Mayre, of Portland.
61 The first "Fort Nisqually" built in 1833, and abandoned in 1842-43.
62 Alonzo M. Poe.

deavoring to make a trade for Ship, will call again on Tuesday next. hands employed as yesterday. Mr. Sylvester in with the Oxen for Capt[n] Cooper.

*Sunday 25th.* Showery. This afternoon Mess[rs] Tolmie & Work arrived in the Steamer. The Steamer is entirely clear. The Mary Dare has been released on bond, the charges against her are to settled at Washington. Mess[rs] McKinlay & Bunce[63] having given bond for her appearance when called for. Rode out to see Mr. Ross.

*Monday 26th.* Rain all day. Barnes & Thornhill cleaning out Store on beach in readiness for receiving Mary Dare's cargo. Chaulifoux & Keavhaccow variously employed. McPhail & Indian gang cleaning out Stables. Oxen hauling firewood.

*Tuesday 27th.* Rainy miserable Weather. Barnes & Thornhill & a band of Indians employed unloading "Mary Dare". Oxen carting up Goods from beach. Mr. Nevins laid up with an attack of Fever and Ague. [Ms. Page 37]

*Wednesday 28th.* Fore Noon Showery. A. Noon fine. finished unloading "Mary Dare". McPhail & two Indians repairing fenceing along the road to Beach. Ploughs not at work on a/c of the rain. Fiandie thrashing Oats. Northover breaking in a young maroon to the Saddle. Cap[tn] Cooper whilst shipping a pair of Oxen (Mr. Staines's[64] property) on board his little vessel, met with an accident, by which one of them were killed. Mr. Nivens much better.

*Thursday 29th.* Fine pleasant Weather. Dr. Tolmie & Mr. Work rode out to see Mr. Ross found him doing well. Northover & Thornhill with Horses & cart & Fiandie with Oxen & Wagon, all Forenoon carting up goods from beach. After dinner the carts returned to the beach, but were hindered from loading by Inspector Miller who told Thornhill that he (Mr. Miller[66]) had taken charge of the Store & all that was therein, and he could not allow them to take any thing out, in consequence of which, the Waggon & Cart returned empty. Dr. Tomie not being in the way, rode down & requested Mr. Miller to give me his reasons for stopping out Men from their work, he replied he would give his reasons only to Dr. Tolmie he being Consignee. I then requested him to place the government Seal upon the Store Door, and deliver up the Key

63 A mercantile firm in Oregon.
64 Identity not ascertained.
65 Rev. Robert J. Staines, of Fort Victoria.
66 Winlock W. Miller, surveyor of the port of Nisqually.

to me, but he would do no such thing. A 5 o'clock in the Evening Dr. Tolmie arrived at the beach and had an explanation with Miller, who said that he had taken possession of the Store on account of there having [Ms. Page 38] been landed from "Mary Dare" three dozen of Sythes and there being only one dozen on Manifest & Invoice. Dr. Tolmie informed Miller that he had no right to seize the Store, but only the Scythes & referred him to the law for proof, upon looking over the law, he found the Dr. was correct, whereupon he gave up the Key of the Store & took possession of the Scythes—half a day's work lost to Wagon & Oxen & Horse & Cart on acc$^{t}$ of the above foolish transaction. Capt$^{n}$ Cooper left with Goudie's Horses, for Victoria. Captn. Gove of the "George W. Kendall purchased 230 Wedder Sheep at five dollars per Sheep.

*Friday 30th.* Weather & Work as yesterday.

*Saturday 31st.* Fine pleasant Weather. Chaulifoux making a corn Bin. Indians cleaning out Stables. Northover, Barnes & Fiandie carting up goods from Store on beach. Oxen & Waggon bringing up goods also. The "Damarascove" Captn Balch is reported to have arrived, having on board the captives from Queen Charlotte's Island, late in the Evening The canoe with Captn S.' party returned from Victoria bring a packet of letters. The "Norman Morrison" sailed with a fair wind for England on the 21st of Jany. last.

[*To be continued.*]

## BOOK REVIEWS

*Ranald MacDonald. The Narrative of His Early Life on the Columbia Under the Hudson's Bay Company's Regime, of His Experiences in the Pacific Whale Fishery, and of His Great Adventure to Japan, with a Sketch of His Later Life on the Western Frontier,* 1824-1894. Edited by William S. Lewis and Naojiro Murakami. (Spokane: The Inland-American Printing Company for the Eastern Washington State Historical Society, 1923. Pp. 333.)

Northwest Americana has been enriched by the publication of this book. There is much of drama and pathos in the story of the original manuscript and the author's futile struggle toward its publication. A quarter of a century after his death, sympathetic hands have taken his loved manuscript and made of it a durable monument to the memory of Ranald MacDonald.

The energy which has made possible the present achievement of publication was supplied by William S. Lewis, an attorney of Spokane, who is one of the most active members of the Eastern Washington State Historical Society. He very modestly asks that the blame for any editorial errors or mistakes be put upon him while any merit in the work should be attributed to his associate editor, Naojiro Murakami. The latter is head of the School of Music and formerly was head of the Department of Foreign Languages in the Imperial University, Tokyo, Japan. At one time he was Commissioner of Historical Compilation for Japan. He is the author of many articles in English on subjects of Japanese and Pacific Coast history.

Ranald MacDonald's father was Archibald MacDonald, a Chief Factor of the Hudson's Bay Company. The mother was Princess Sunday, daughter of Comcomly, great chief of the Chinook Indians at the mouth of the Columbia River. The boy was given a good education but the great inspiration in his life came from some Japanese sailors who were wrecked on the Pacific Coast and who would not be permitted to return to their own country, then locked in strict seclusion. On attaining young manhood Ranald carried out his pondered scheme by causing himself to be set adrift in a small boat from a whaler near the shore of Japan. There he was made a prisoner and as such became the first teacher of English to the Japanese.

He was rescued in 1849 and two of his Japanese pupils became interpreters for Matthew Calbraith Perry during that American sailor's famous "opening" of Japan. In 1853, while visiting his father's home at St. Andrews, Quebec, he left his original manuscript with a family friend, Malcolm McLeod, a barrister of Ottawa. Ranald MacDonald returned to old Fort Colville. Several copies of the manuscript were made. Many publishers in England and America were appealed to in vain. Mr. MacDonald tried to raise the money to pay for the publication. His own copy of the manuscript was loaned to A. D. Burnett, a newspaper man of Spokane, who might help to get it published. On Mr. MacDonald's death that copy fell into the keeping of the society at Spokane. When Malcolm McLeod died his copy of the manuscript and correspondence about it were obtained by the Provincial Library, at Victoria, British Columbia. The present editors have carefully compared all these documents.

In the meantime, Mrs. Eva Emery Dye, of Oregon City, corresponded with Mr. MacDonald and later obtained from the Provincial Library a copy of the manuscript, which she used in preparing her own book, *MacDonald of Oregon.*

Besides reproducing MacDonald's own story, the present editors have amassed quantities of helpful materials, such as a biographical sketch, abundant footnotes, sixteen valuable illustrations, three maps, an appendix of historic documents bearing on the Japanese experience, a bibliography and an index. The book is well printed and substantially bound. One thousand copies were issued. These are being taken by libraries and subscribing individuals.

EDMOND S. MEANY.

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*Bering's Voyages, An Account of the Efforts of the Russians to Determine the Relations of Asia and America.* By F. A. GOLDER. (New York: American Geographic Society, 1922. Pp. 371.)

Much of the world's surface was made known by the adventuresome work of discoverers and explorers during the eighteenth century. Those who wrought under the flags of England and of France had their work given to the world in the substantial books of that era. Few such monuments were reared for those who sailed under the flags of Spain and Russia. This fact has given Professor Golder the oportunity of filling one of the most grevious

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gaps by this publication of the log books and official reports of Bering's two expeditions covering the years 1725-1730 and 1733-1742.

With admirable self restraint the author has compressed the first or introductory chapter into five pages, leaving the balance of the book for the translations of log books and documents. The old explorers tell their own story of discovering the northwest coasts of America. For all time those fundamental documents will be useful to students, writers and readers seeking such information. Footnotes, added materials and a bibliographic note increase the value of the book. One other feature of especial value is the chart of the tracks and landfalls of the two ships in the second expedition. This chart was made by Captain E. P. Bertholf, formerly Commandant of the United States Coast Guard, who was an authority on the waters and shores of Bering Sea and the North Pacific Ocean. Professor Golder deems that chart a distinct contribution to science.

The American Geographical Society has begun a Research Series, of which this book is Number 1. It is ready for immediate delivery although it is to be associated with a companion volume entitled, *G. W. Steller's Journal of the Sea Voyage from Kamchatka to America on the Second Expedition,* translated and edited by Leonhard Stejneger, of the United States Museum, and Professor Golder. This second volume is to appear late in 1923. The volumes will not be sold separately. The price of the two volumes is $8, or to libraries, $7. The address of the publishers, American Geographical Society, is Broadway at 156th Street, New York.

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*The Call of the Mountains.* By LE ROY JEFFERS. (New York: Dodd, Mead and Company, 1923. Pp. 282.)

Chapter IV. is entitled, "On the Oregon Coast" and Chapter V., "Mount Rainier, Our Greatest Snow Peak." The author's great pleasure in the high places is beautifully told and he has assembled one hundred and one splendid pictures for illustrations. The frontispiece is a picture in colors of Mount Rainier.

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*Tillicums of the Trail.* By REV. GEORGE C. F. PRINGLE. (Toronto: McClelland & Stewart, 1922. Pp. 253.)

On the Western Front in the Great War, "Padre" Pringle's Klondike stories were in great demand. After the war, he was prompted to put the stories into the form of a book. It will be

enjoyed by all who love tales of adventure such as were rife during those exciting days of the Klondike gold rush.

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*Alaska, the American Northland.* By Isabel Ambler Gilman. (Yonkers-on-Hudson, New York: World Book Company, 1923. Pp. 343.)

Illustrated and carefully letter-pressed for young readers, the book is in every way fit to take its place in the World Book Company's series known as "Inter-American Geographical Readers."

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*Villages of the Algonquian, Siouan, and Caddoan Tribes West of the Mississippi.* By David I. Bushnell, Jr. (Washington: Government Printing Office, 1922. Pp. 211.)

This is Bulletin 77 of the Bureau of American Ethnology. As is the case with most of the books in this series, the volume is abundantly and beautifully illustrated.

## NEWS DEPARTMENT

### *Purchasing Books in Europe*

Charles W. Smith, Associate Librarian at the University of Washington, is in Europe on a book-purchasing errand for the University Library. In this work he is expected to visit England, Holland, Germany, Austria, Italy and France. Besides purchasing many books on the present low markets, he will establish business arrangements for dealings at even so long a range as Puget Sound.

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### *A Year of Research*

Professor Samuel Flagg Bemis of Whitman College, Walla Walla, is a guest Professor of History at the University of Washington during the summer quarter of 1923. In 1924 he will have a year's leave of absence from Whitman College which he will use in research work with the Carnegie Institution of Washington. Professor Bemis earned much applause last year by winning the $3,000 prize offered by the Knights of Columbus Historical Commission. His book has been published in the Knights of Columbus Historical Series by The Macmillan Company of New York. The title of the book is *Jay's Treaty, A Study in Commerce and Diplomacy.* The dedication page is devoted to the phrase "To My Father and Mother."

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### *Two Guest Professors*

Professor Carl Russell Fish, of the University of Wisconsin, and Professor Ralph H. Lutz, of Stanford University, are guest professors in the Department of History, University of Washington, during the summer quarter of 1923.

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### *Seeking Material in Alaska*

Victor J. Farrar, Research Instructor in History, University of Washington, is leaving for Alaska in search for materials to use in the course on History of Alaska which he conducts in the University.

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### *Instructor Eddy Leaves*

W. W. Eddy, for three years Instructor of History, University of Washington, has accepted a similar position at Lafayette Col-

lege, Easton, Pennsylvania. A host of western friends will wish for him abundant success in his new field.

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*In Minnesota and California*

Assistant Professor Henry S. Lucas, Department of History, University of Washington, will teach in the summer session at the University of Minnesota and the first semester of the next academic year at the University of California, resuming work at the University of Washington in the winter quarter.

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*A Summer at Harvard*

Assistant Professor J. A. O. Larsen, Department of History, University of Washington, is engaged in graduate research work at Harvard University during the summer of 1923.

# The Washington Historical Quarterly



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VOL. XIV. NO. 4 OCTOBER, 1923

*ISSUED QUARTERLY*

Two Dollars per Year


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THE WASHINGTON UNIVERSITY
STATE HISTORICAL SOCIETY
UNIVERSITY STATION
SEATTLE, WASHINGTON

Entered as second-class matter, November 15, 1906, at the Postoffice at Seattle, Washington, under the act of Congress of July 16, 1894.

# The Washington Historical Quarterly

# The Washington University State Historical Society

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Seattle
University of Washington Press

VOL. XIV., No. 4 October, 1923

# The Washington Historical Quarterly

## SENATOR COLE AND THE PURCHASE OF ALASKA*

In 1839, the Russian-American Company sublet to the Hudson's Bay Company for fur-trading purposes the entire mainland of Russian America (or Alaska) from Cape Spencer to the British line.[1] This lease had been renewed from time to time, and would expire again in June, 1867.

Two years before this time, in 1865, Louis Goldstone,[2] an American citizen, but latterly a fur-dealer of Victoria, B. C., learned that the Russians were not over anxious to accomodate the Hudson's Bay Company with a new lease, or renewal, and that the chances of an American company to succeed to it were better than those of any British concern.

What led Goldstone to believe all this is not known. However, he was moved to action by the report and shortly afterwards sent two schooners on a cruise throughout the Alexander Archipelago to gather such information as would enable him to "make bids with proper foresight and knowledge, and act with suitable discretion on the premises." He was well pleased with the prospects of financial success, and shortly departed with his maps, etc., to California to enlist aid for his enterprise.

Here he succeeded in inducing several persons of note to join him in the venture, including John F. Miller, collector of the Port of San Francisco, Eugene Sullivan, afterwards holder of the same office, Louis Sloss, a capitalist, and Judge E. Burke,

* Mr. Farrar has been peculiarly fortunate in the quality of source materials used in this article. Former United States Senator Cornelius Cole, notwithstanding his advanced age of one hundred and one years, has shown that he is not only willing but abundantly able to answer from his own memory a number of questions pertinent to the purchase of Russian America by the United States. By this article and by former contributions to this *Quarterly*,—"Joseph Lane McDonald and the Purchase of Alaska" (April, 1921,) and "The Background of the Purchase of Alaska" (April, 1922,)—Mr. Farrar has gone far toward dispelling the traditional mystery surrounding the reasons for the purchase of Alaska. He has shown that in the diplomatic triumph of March 30, 1867, however intricate or involved it may have been, the main question had been urged on and kept alive by a series of negotiations by ambitious fur traders. It is true that such negotiations are more sordid than the formerly accepted theory that the purchase was simply a reward for Russia's friendship during the Civil War; but nevertheless the bearing on the main question of those preliminary dickerings must now be acknowledged.—EDITOR.

1 On the subject of the lease see, *Canadian Archives*, Vol. IX, part 2 (1915), p. 794.
2 *House Report*, 44th Cong., 1st Ses., Doc. 623, p. 121, serial number 1712.

the latter a brother-in-law to Senator Cornelius Cole.[3] It is not known that any legal organization was perfected or that any capital stock, other than promotion money, was subscribed.

At first the project embraced only the sublease; however, after repeated discussions led by the imaginative Goldstone, the promoters agreed, if successful in obtaining the sublease, to make a bid for all the country exploited by the Russian company, which included besides the Alaska mainland, the Pribilof, Aleutian, Commander and Kurile islands, the two last being a part of Kamchatka, in Asia. In other words, the promoters were ready, if permitted, to succeed to all the economic privileges enjoyed since 1799 by the Russian-American Company.

The person selected to broach the subject to the Russians was Cornelius Cole, senator-elect from California. One of the earliest letters[4] addressed to him by the company has come down to us. It is dated April 10, 1866, and was written either by Goldstone or Sullivan, the president of the concern:

"There is at the present time a good chance to organize a fur trading company to trade between the United States and the Russian possessions in America, and as the charter formerly granted to the Hudson Bay Company has expired, this would be the opportune moment to start in. * * * I should think by a little management this charter could be obtained from the Russian Government for ourselves, as I do not think they are very willing to renew the charter of the Hudson Bay Company, especially if the company should pay to the Russian Government 5 percent of the gross proceeds of their transactions, and also aid in civilizing and ameliorating the condition of the Indians by employing missionaries, if required by the Russian Government. For the faithful performance of the above we ask a charter for the term of twenty-five years, to be renewed for the same length of time if the Russian Government finds the company deserving. The charter to invest us with the right of trading in all the country between the British-American line and the Russian archipelago. * * * Remember, we wish for the same charter as was formerly granted to the Hudson Bay Company, and we offer in return more than they did."

Inasmuch as the Russian ambassador, Baron Edouard de Stoeckl, had left for his own country in October, 1866, before these proceedings were well enough under way to be taken up

3 Cornelius Cole to Victor J. Farrar, Sept. 10, 1923.
4 "Sumner's Speech" in *House Executive Report*, 40th Cong., 2nd Ses., Doc. 177, pp. 124-189, serial number 1339.

officially, the business was carried on by correspondence with Cassius M. Clay, American Minister at St. Petersburg. Clay and Cole had never met, but both were members of the National Republican Committee and each knew of the other. Clay's letter, received sometime in February, 1867, was favorable to the Californians, although it promised nothing definite. Unfortunately it has been lost, or mislaid, and is not available for study. We have, however, the following extract of a letter from Ambassador Clay on the same subject, reproduced in "Sumner's Speech." It is dated February 1, 1867, at St. Petersburg, and sounds as if it might be a portion of the missing letter.[5]

"The Russian Government has already ceded away its rights in Russian America for a term of years, and the Russo-American Company tells me that they have been in correspondence with the Hudson Bay Company about a renewal of the lease for another term of twenty-five or thirty years. Until he receives a definite answer he cannot enter into negotiations with us or your California company. My opinion is that if he can get off with the Hudson Bay Company he will do so, when we can make some arrangements with the Russo-American Company."

Since the Russian ambassador was at this moment returning to the United Statees, Senator Cole was referred to him for further negotiations. Stoeckl arrived in New York City about February 1st, but as the Congress was not to convene until March, he did not come directly to Washington. It was not until March that the two gentlemen met.

Senator Cole gives us a graphic account of the two interviews—the one so hopeful; the other so disappointing. Unfortunately we do not possess the precise dates of these interviews, but they were both within the month of March, one early in, and the other just prior to the 23rd.[6]

"On going East, I called on the Baron and found him already advised of my application and very friendly toward the enterprise. The Baron's power was that of a minister plenipotentiary and he was able to talk with authority on the subject. After full and free consultations with the Baron, I regarded the matter as in effect settled in favor of the San Francisco Company and I so informed them. It went so far that two Russians were named, one representing the Russian interests and the other the interests of the Russian Fur Company to go to San Francisco

5 *Ibid.*
6 *Memoirs of Cornelius Cole,* chapter 33. Cornelius Cole to Victor J. Farrar, Sept. 10, 1923.

and perhaps to Sitka on the business. The Baron treated the matter as concluded in terms, but to be carried out in detail when the Russian Company's franchise expired. But the charter of the Company in possession would not expire for some little time and so the closing up of matters with the San Francisco Company remained suspended for a while."

Regarding Baron Stoeckl's change of front, his determination to sell, not lease, and his urbane hint of compensation for having disappointed the company—the Senator has left us the following:

"It was during this period that the scheme for the sale out-and-out of the territory was hatched up. I cannot say where the proposition for the transfer of the country originated, but not with me directly, as has been stated. Of course it was the result of negotiations about the fur business. It is my opinion that the suggestion of sale came from St. Petersburg, through Baron Stoeckl. I first heard of it from him. He disclosed the project to me at my house in Washington, where he came with maps to talk the matter over evidently thinking the movement would be a disappointment to the San Francisco company and to me as its representative. I expressed no dissatisfaction with the change of program, but the Baron was nevertheless impressed with the idea that it must be a disappointment and proposed to palliate matters; but his courtesy was declined, and nothing ever came of it."

Stoeckl's complete change of front toward the Californians is interesting, and the question naturally arises, why did he promise so much and two weeks later go back completely on his word. From Sumner's Speech and Golder's researches[7] in Russia, we know that the Tzar had come to a decision to sell the year previous, and that Stoeckl, on the very day he gave Cole the promise of a franchise had in his pocket the commission to sell.

This is probably explained by Golder's researches. According to him Stoeckl wanted Seward to make the offer of purchase. By getting the Californians greatly interested in the country and then turning them down coldly he hoped that Seward would propose the purchase as an alternative. And this is what Seward did.

Just how the offer of sale came about between Seward and Stoeckl is not clear. On this point there is a conflict of statement. Sumner, who is not aware of the Cole-Stoeckl interviews

7 Frank A. Golder, "The Purchase of Alaska" in *The American Historical Review*, Vol. XXV, No. 3 (April, 1920), pp. 411-425.

in March, tells us that Stoeckl, immediately upon his arrival in Washington, went directly to the State Department and there made the offer as the solution to the trading difficulties which had recently arisen. According to Cole, Stoeckl busied himself first with the California franchise or lease and then approached Seward with the offer of purchase, as described above, and this arrangement fits in better with the Golder researches.

At any rate, the offer was quickly made, and as quickly accepted regardless of who made it.

Before March 23rd the first draft of the Treaty had been made. On that date Seward wrote Stoeckl that the Russian possessions must be transferred free of all encumbrance, as set forth in Article 6. Evidently this was the only serious hitch so far in the whole proceedings. In return Seward agreed to add the sum of $200,000 to the purchase price. This was accepted by Stoeckl. On the 25th the final draft was ready and was cabled to the Emperor for his approval at the expense of the United States. On the 28th the Emperor cabled his acceptance, the message reaching Washington on the 29th. During the night of March 29-30 the treaty was signed and on the following day transmitted to the Senate for ratification.

It is interesting to know that the disappointed Californians did not fare so badly after all. They became the nucleus of the famous Alaska Commercial Co. which in 1870 received a 20-year monopoly of the Pribilof islands. Shortly afterwards the Russian government leased the Commander islands to them. John F. Miller became the first president of the organization, which position was later filled by Louis Sloss. Goldstone, however, did not fare so well. Either the company let him out, or he fell out for reasons of his own, and we find him later identified with the bitterest opponents of the company.

VICTOR J. FARRAR.

## KLICKITAT COUNTY: INDIANS OF AND SETTLEMENT BY WHITES

This county derived its name from a tribe of Indians that occupied the country before the advent of the white man. At one time their home was near the western slope of the Rocky Mountains, but engaging in a war with the Cayuses, they were defeated and driven westward until their final stand was made in the "Gorge of the Columbia"; here they became closely allied to the Yakima Indians and formed a part of that nation. The Klickitats were an intelligent, energetic and aggressive tribe, alive to the advantages of trade with the white man and jealous of their rights to the land which the Great Spirit had given them.

Lewis and Clark in 1805 mention in their journal that "the two friendly chiefs, who had accompanied them down the Columbia, became very restless as they neared the rapids and wished to return home, fearing the warlike tribes below."

After visiting with the Echeloot or Wascopum Indians, mention is made of stopping at three different settlements, the last one spoken of being at the mouth of a swift and rapid stream which they called Cataract River but which later was written "Clicitat."

When the fur traders established their posts east of the Cascades they were compelled to pass through an Indian village on the north bank of the Columbia. This village was called Wishram and in the fishing season of 1811 contained about three thousand inhabitants, the greater portion being of the Klickitat tribe. Taking advantage of their numbers and position in the pass, the Indians levied toll on the whites as they passed through, and, if in the mood, they committed robbery and murder.

Quick to understand business opportunities the Klickitats brought in furs from the headwaters of Klickitat, White Salmon, Lewis and Cowlitz rivers. About the year 1835, and later, these Indians began making pilgrimages to the south bank of the Columbia and down the river, searching, no doubt, for more plentiful game. They established a village on Sauvie's Island, passed up the Willamette River taking possession of the lands occupied by the Tualitan and Calapooya Indians and further south to the Umpqua River. They were accomplished horsemen and skilled in the use of firearms and, being restless and energetic easily overcame the weak and indolent tribes of the Wilamette Valley. They established depots for collecting furs and levied tribute

from the tribes which they had conquered. As early as 1843 they were hiring out to the farmers as farm hands, giving good satisfaction as their superior intelligence and energy were recognized. They further intrenched themselves in the good graces of the whites by volunteering as scouts in the war against the Rogue River Indians.

In 1853 fifteen Klickitat Indians with Chief Quatley at their head accompanied General Lane to a council of Rogue River warriors at Grave Creek. As the conference was progressing the Rogue River chief made a call to his followers who sprang to arms; at this juncture Quatley seized and held the treacherous chief while General Lane with pistol in hand held him as hostage until he had induced the leading men to sign a compact of peace.

The Donation Land Law, passed in 1850, giving 640 acres of land to each family, caused a large immigration to come to the Willamette Valley. To make room for these settlers it became necessary to place the Indians on reservations and indemnify them for the land taken. In treating with the Indians the commissioners consulted only with the tribes that were in the valley when the whites first settled there, ignoring entirely the Klickitats who claimed the country by right of conquest. All Indian tribes had been governed by this rule among themselves and the Klickitats endeavored to enforce their claims and, in at least two instances, won their case in the white man's local court. These rights, however, were not upheld by the general government and in 1855 the Klickitats were ordered to their home east of the Cascade Mountains and north of the Columbia River.

They returned with hatred and revenge burning in their hearts, adding to the discontent already existing. In May, 1855, the government called a peace council at Walla Walla for the purpose of making treaties that would satisfy the various Indian tribes and also provide land for immigrants. This council the Klickitats refused to attend. Kamiakin, Chief of the Yakimas, attended and reluctantly signed the treaty but refused the presents offered. He returned to find that his people did not approve of his action and the Klickitats became enraged when they learned that by Kamiakin's signature their lands had been taken from them without their knowledge.

In August, 1855, a party of miners passing through the Yakima country disappeared entirely, a little later a party of five miners were fired upon and two killed. September 23rd, 1855,

Indian Agent A. J. Bolon, going alone to Fort Simcoe was killed by Yakima Indians and his body burned. This occurred on Spring Creek seven miles northwest of Goldendale. A troop of soldiers sent out from The Dalles were defeated by an overwhelming number of Indians.

On October 28th a raid was made in White River Valley, in which eight persons were killed and a two year old child kidnapped. This child was found the following day.[1] The Indians participating in this raid were from the Klickitats, Nisqually and Green River tribes. A general war was in progress in Walla Walla Valley during the winter of 1855 and 1856, in which both the Yakimas and Klickitats joined.

Up to this date only one family had located on land which is now known as Klickitat County. Erastus Joslyn and wife located in 1853 on the north bank of the Columbia about two miles east of White Salmon River. Nearly opposite on the south bank of the Columbia at the mouth of Dog River a settlement of white people was made in 1854. Many Klickitat Indians were living there, this place being known as Waucoma, there being also an Indian village a mile south on Indian Creek. The white people locating at Dog River were Nathaniel Coe and family, William Jenkins and family and two brothers of Mrs. Jenkins, Nathan and James Benson.

Mr. and Mrs. Joslyn were conscientious people and, like William Penn, called the Indians for a council and paid them for their land. Each Sunday religious services were held at the Joslyn home and the Indians were invited to attend, and a flourishing Sunday School was soon established with Mrs. Joslyn as teacher. News of Mrs. Joslyn's class came to the military officers at Vancouver, and they instructed the Joslyns to notify their Indians that on a certain day they must bring in their firearms and ammunition and give them up to the officers sent to receive them. This was in midwinter when the Indian needs his gun to kill game for the preservation of life; nevertheless, on the day specified, about thirty Indians surrendered their firearms. The officers, not content with this submission, seized three of the most prominent Indians and sent them to The Dalles in irons. This was done over the earnest protests of Mr. and Mrs. Joslyn. These Indians who were sub-chiefs and whose names were Epea, Chumcully and Stemelew were sent from Fort Dalles to Vancouver and placed in jail from which they escaped a few days

1 Ezra Meeker, *The Busy Life of Eighty-five Years*, p. 195.

later. They returned to White Salmon and taking their belongings and their families went to Yakima and joined the hostile Indians.

In February, 1856, Sapotiwell, a friendly Indian, acquainted Mr. Joslyn with a plot of the Indians to kill him and his wife. Not deeming it wise to remain, they moved to the Cascades, leaving David Galentine in care of the stock with Samuel Woodburn Hawks, a fourteen year old boy, as helper. As Galentine was milking a cow in the corral one evening, he heard a woman's voice softly calling him. He was a frontiersman and knew the Indian's methods, so he drove his cow nearer the fence and continued to milk, while an Indian woman hidden in the brush, told him that the Indians were on their way to kill him. She begged him not to tell who had told, as they would kill her if they knew. As he finished milking the cow he opened the gate and turned the cows and calves together, then going to the house he secured his gun and ammunition and calling Sammy to follow, quietly worked his way to the thick willows near the river. All night long the blood thirsty savages hunted for the fugitives, and several times passed near them, but the white man's cunning was greater than theirs. When morning dawned the fugitives stood on a point of land nearly opposite Mosier and hailed The Dalles steamer on its way down. They were taken on board and put ashore at Dog River where they found a refuge at the Coe home. The military authorities, hearing of this trouble, sent a company of soldiers down from The Dalles to protect the settlers at Dog River. The Klickitats and Yakimas, on the Joslyn farm, saw the soldiers when they arrived and immediately set fire to the Joslyn buildings, David Skootskin applying the torch. Mr. and Mrs. Joslyn came up the river from the Cascades that day to visit the Coe family, they arrived in time to see their house and other buildings destroyed by fire.

The lieutenant in command determined to punish the Indians and taking his handful of soldiers and every able bodied man in the settlement, hailed the first steamer passing. As they neared the Washington shore they discovered that they were outnumbered ten to one by the Indians, so he wisely concluded not to enter such an unequal contest without orders from his superior officer and returned to the Oregon shore. The friendly Indians at White Salmon had already left and joined the Klickitats located at Dog River, bringing with them every boat on the north bank, thus preventing the hostiles from following. Nevertheless,

a few of the "braves" secured a boat that night and crossed the Columbia, firing on the friendly Indians camped near the Coe home. A few shots from the military force sent them back across the river.

A few days later the Indians disappeared from the north bank and the soldiers returned to The Dalles and all was peaceful along the Columbia.

On March 25th, Mrs. Coe and others noticed a continual passing of what appeared to be people on horseback on an Indian trail near the mouth of White Salmon River. The nex morning, across the Columbia, were seen two Indians waving their blankets and calling. The friendly Klickitats were afraid to go over, fearing treachery, but on the advice of Nathaniel Coe, four of their number, well armed, crossed over and returned with Wasco John and his kloochman who had been held prisoners at Yakima by Kamiakim and while there had learned of a plot to destroy the settlements at The Dalles and the Cascades. Having made their escape they did not dare to use the regular Indian trail but traveled up the Touchet, then over the highlands to the headwaters of the Klickitat and through Camas prairie to the mouth of White Salmon River. "They had been long on the way having encountered much snow and now they were too late for the blow was to be struck that day." Their words were true for even then the battle was raging at the Cascades and only fear of the presence of the military at The Dalles, saved that place from destruction.

The Indians from Klickitat and Yakima were joined by the Cascade Indians and the attack was made simultaneously all along the six miles from the upper to the lower portage. There was a blockhouse about midway of the line, well located for defense and provided with a small cannon but there was no ammunition. Those who could reach Bradford's store put up a brave defense and only one was killed of the forty persons who took refuge behind its walls. Nine government rifles with ammunition had been left at the store for transporation about an hour before the outbreak, and this saved the day for the whites who held out until help came from The Dalles on the morning of the 28th. The stairway to the upper floor was on the outside, and it could only be reached by facing the fire of the Indians, so a hole was speedily cut in the ceiling near the stovepipe and men clambered up to defend the upper floor.

Lawrence Coe had charge of the lower floor, Dan Bradford took the second floor and an experienced frotiersman, named Alexander, took charge of the attic. This was the most vulnerable point of attack for the Indians threw rocks and burning brands upon the roof, but the sure aim of his rifle soon kept them at a distance. This man was later a resident of Rockland and also of Goldendale, his wife had been a slave of the Witwash tribe.

At the beginning of the massacre, an Indian, known as Simpson, started for Vancouver for help. On the morning of the 27th the steamer *Belle* came from there bringing Sheridan with forty men. Their numbers were insufficient to give battle and they could only wait for reinforcements but their presence prevented the Cascades from rendering further aid to the Yakimas and Klickitats and protected the remaining men at the lower portage.

There were two steamers employed on the run between the portages and The Dalles at this time. The *Wasco* connected with the Oregon side, was just starting on her up trip when hostilities began. She was commanded by Captain McFarland, his son Cornelius being engineer. She made a quick run to The Dalles for help, but found the ninth regiment had already been ordered to Walla Walla and was on its way, a messenger was sent to recall it while the steamer waited. The *Mary,* lying at the mouth of Mill Creek, had her fires down and no crew. Her captain, Dan Baughman, in attempting to haul in the lines, was fired on and fled to the woods, the fireman, Lindsay, was shot through the lungs, the engineer, Buskminster, concealed behind the woodwork, shot down the Indians as they attempted to board her but was unharmed himself. Johnny Chance, a ten year old boy on the boat, shot an Indian and then received a bullet in his leg. In the meantime the hatches were being burned to get up steam, and she finally pushed out into the Columbia. The pilot house then became the target of the Indians but Hardin Chenowith, lying on the floor, turned the steering wheel as directed from below and tooted defiance at the redskins. The steamer, landed on the Oregon shore, took Atwell's fence rails for firewood. Among the refugees who came on board there were Mrs. Atwell and Mrs. Joslyn. When again in midstream the *Mary* slowed down to take on Iman's family who had fled from their home on the north shore in a small boat, the youngest member of the family being only a few hours old. The *Mary* bore her cargo of living freight to The Dalles, reaching there in the night.

On the morning of the 27th, a company of soldiers on the *Wasco* and *Mary* started for the Cascades. They were compelled to stop overnight at Wind Mountain and did not reach their destination until the morning of the 28th. According to army customs, on landing, the bugle was sounded, instantly the Indians fired and disappeared, except those who were too drunk to comprehend the situation. General Sheridan with his soldiers and reinforcements from below, moved up and joined the soldiers from The Dalles. The Cascade Indians were under treaty and nine of them were held guilty of treason and hanged, among them Chief Chenowith. Of the Yakimas and Klickitats none were ever punished by the government. Eleven whites were wounded and recovered, eighteen were killed outright or died of their wounds or were tortured to death.

Soon after this massacre a block house was built near the Joslyn farm, and Indian Agent Townsend stationed there, with Charles Coe as assistant. The Joslyn farm was used for storing supplies for the Indians. Another block house was built near Bradford's store and a small military force located there for a time, but neither Sheridan nor Grant ever occupied it.

The Indian Agency at White Salmon was discontinued in 1859 and the block house was afterwards used as a dwelling. The loyal Klickitat Indians that had located on the south bank near the mouth of Dog River had become known as Dog River Indians, but about that time, through the efforts of Mrs. Coe, the name of Hood River was substituted for Dog River, and those Indians have since been known as Hood River Indians.

On January 25th, 1856, a band of hostiles attacked Seattle. They were led by Leschi, chief of the Nisquallies, but said to be a Klickitat by descent, and Owhi, brother of Kamiakin. The Indians were repulsed by home guards, aided by men from the sloop-of-war, *Decatur,* then waiting in the harbor. Sealth, an Indian, furnished information to the whites which enabled them to be prepared for this defense.

The scenes of war shifted further east, other tribes joined the general uprising but always the Yakimas and Klickitats, active and revengeful, were in the forefront. General Wright, with a large and well organized force, went through the eastern part of the Territory spreading terror in the path of the Indians. The murderers of Agent Bolon were apprehended and hanged; Kamiakin escaped and Owhi, his brother, was shot while trying

to escape; Quemouth, brother of Chief Leschi, was shot by an unknown party, the knife of McAllister who was killed at Connell's Prairie being found on his person. Leschi was tried and hanged. Donati's comet became visible about this time and added to the terror of the Indians who began to sue for peace. The war was over in that section of the country and Eastern Washington and Oregon was thrown open for settlement October 31, 1858.

An Indian requires only a trail, civilization demands roads. Sometime before the murder of Agent Bolon, a trail was surveyed and cut from The Dalles north to Fort Simcoe in the Simcoe Mountains. The engineer in charge was a Mr. McClellan, in the employ of the government; he was later known as General George B. McClellan.

It was while traveling on this trail September 21, 1855, that Agent Bolon was murdered, and General Haller was sent from Fort Dalles with about one hundred men to inquire into the trouble. He was confronted with about fifteen hundred warriors, and hastily sent back for aid. Lieutenant Day with forty men came to his relief and they constructed the blockhouse in October, 1855. It was built of logs secured from the nearby hills, and was surrounded by a stockade eight feet high. A military force was stationed there to protect the surveyors and road makers employed by the government. Another trail was being built from St. Helens on the Columbia River eastward passing south of Trout Lake and intersecting the first trail near the blockhouse. This second trail was never completed, but it can still be traced by marks on the trees. Captain Dent, brother-in-law of General Grant, opened a military road in 1857 on the line of the first trail. The first settlements in Klickitat County, excepting those along the Columbia River, were made near this road. A. H. Curtis settled at Rockland Flats, opposite Fort Dalles, before the Indian troubles began; also an army officer named Jordan fenced several hundred acres. J. H. Alexander and Alfred Allen were other early settlers at this point, the nearness of Fort Dalles affording them protection.

Early in the spring of 1859, Amos Stark took land in Klickitat Valley. He erected a log house, doing the work entirely alone; he then went on a trip to California; before his return many settlers had moved in, bringing their families and their

stock, for Klickitat County was then primarily a stock country. Willis Jenkins brought one hundred and fifty read of cattle and horses and settled near the blockhouse. When that post was abandoned by the military in 1860 he hoesteaded the land. Then came Lewis Parrot and family with his son-in-law, John J. Golden, from whom the town of Goldendale derived its name. The Tarter family, Mortimer Thorp, Calvin Pell, Charles Splawn, Stanton H. Jones, Captain McFarland and his son Cornelius, Jacob Halstead, James Clark, Nelson Whitney, William Murphy, Jacob Gulliford, Francis Venables, Marion Stafford, Waters and sons. Robert Parker and John Nelson located on the Swale and Tim Chamberlain on Chamberlain Flats. Ben Snipes, one of the largest stockmen of Klickitat County came in later. So rapidly did the country fill up that the legislature of 1859 proceeded to organize that section into a county, much against the will of the settlers.

The county as first organized was longer north and south than east and west, about half the territory then included in Klickitat County now belongs to Yakima County. The county seat was located temporarily on the land claim of Alfred Allen. The officers appointed were: County Commissioners, Alfred Allen, Robert Tartar, James Halstead; Probate Judge, Willis Jenkins; Sheriff, James Clark; Auditor, Nelson Whitney; Assessor, Edwin Grant; Treasurer, William Murphy; Justice of the Peace, John Nelson. These appointed officers did not appreciate the honors thrust upon them and failed to qualify so there was no county organization until the following year when an election was held, on party lines, and those elected qualified and served.

In 1860 Thomas and John Burgen came to the Valley. John located on the Swale and there Newton Burgen, his son, was born in 1861. He is said to be the first white child born in the county, but I do not know the exact date. Clara McFarland, daughter of Cornelius McFarland, was born at Goldendale, May 16, 1861.

In 1860, a woodyard was established at Columbus, John J. Golden contracting to deliver one thousand cords of wood to the boats at ten dollars per cord. The wood was cut from the hills back of Goldendale and hauled to the boat landing, six yoke of oxen to each wagon carrying five cords and requiring two days for the round trip. Another woodyard was established at Cham-

berlain Flats, thirteen miles east of Columbus, by Tim Chamberlain.

There is no finer climate in the world than is found in Klickitat County. Much of the land is mountainous, the hills and valleys being covered by a very nutritious bunch grass, hence the raising of sheep, cattle and horses at once became a profitable industry.

Armed Indians roamed at will over the country on their hunting and fishing expeditions. The increasing number of whites and their growing herds aroused the jealousy of the redmen and they became insolent and committed many depredations which the white people resented and punished when possible. The smoke of signal fires rising from mountain tops was seen and friendly Indians gave warning to the whites of impending trouble. The white families fled to The Dalles and Agent Bancroft, who was stationed at Fort Simcoe followed with his assistants, leaving a trusty Indian in charge at the Fort. A. J. Splawn, at that time being little more than a boy, crawled near enough a blazing bonfire built by the Indians to watch them in their war-dance and hear much of their talk. A few hours later he and Calvin Pell were warned by an Indian girl to make their escape at once as two Indians were then on their way to kill them. These Indians had stopped at her father's lodge to borrow another gun and while the father detained them the daughter sped on her errand of mercy. After many war councils were held by the Indians, they decided to heed the advice of the wiser heads and the war cloud was dissipated.

The settlers came back to their growing herds, depending on the bunch grass to provide food for their stock as it had done in previous winters. The winter of 1861-'62 began with a snowfall in November, the ground remaining covered until the last of March, with a continued low temperature. Near the Columbia river the snow melted and the stock came through in fair condition but in Klickitat Valley three-fourths of it perished.

The following summer Ben Snipes collected the remnant of his herd and drove them to British Columbia where he disposed of them at fabulous prices. This gave the settlers fresh courage and grain was planted to insure against future losses.

While the settlers suffered severely from their losses by the cold weather, the loss to the Indians was much greater, for their half-starved and over-worked animals nearly all perished.

This to the settlers was a blessing in disguise as an Indian will not go to war without his horse and all war talk ceased.

Egbert French, who with his Indian wife had settled at an early date at the mouth of Klickitat River, sold their land in 1866 to James Oliver Lyle. Mr. French moved to Goldendale and started a store there. Mr. Lyle was a native of Pennsylvania. He came to California in 1853, then returned to Iowa, where he married Mrs. Martha (Snipes) Corsal in 1857. They crossed the plains in 1863 and settled at Rowena, Oregon. They moved across the Columbia to Klickitat Landing and engaged in the stock business.

Other settlers came in later but a stock country does not fill up rapidly. Among the early settlers we find the names of Levitt, Whitcomb, Gilliam, Snider, Spencer, Hewett, Hensell, Rothrock, Van Bibber, Higby, Balch, Shippy, Campbell, Boni, Conkling, Daffron, Barlow, Silva, Tupper, O'Neil and many others.

The Whitcombs moved from Hood River in 1875 to Rowlands Landing. A year later, they took land two miles further east, giving their place the name of Pine Hill. The Whitcomb family consisted of Thomas M. Whitcomb and wife, three sons and a number of daughters. Mr. Whitcomb had been a minister and sometimes preached for the neighborhood, but gained his livelihood from his farm and growing stock. He donated about an acre of land from his place to the Congregational Church when it was established at Pine Hill. He and his wife and one daughter are buried in the cemetery near their home.

E. B. Hewitt came in 1879 and took land at the mouth of Major Creek. He acted as road supervisor in 1881 and opened the road from Lyle to Glenwood. His instructions from Goldendale were: "Remove no obstructions, nor do any work where the settler can do it himself." The result was that a road was opened at small cost, but was a long, crooked and rough road, but those were pioneer days, with pioneer hardships. At that date there were no doctors or nurses nearer than The Dalles and Portland so Mrs. Hewitt, being a skilled practical nurse, soon became in great demand, and traveled night or day to help the sufferers. She not only filled the place of doctor and nurse but many times did the work of the household when the unfortunate ones required her help.

When the postoffice was first established the Post Office Department objected to the name of Klickitat Landing as being too long, so on an appointed day the patrons of that office voted

on a name and chose Lyle from the list suggested, thus commemorating the name of the first white family to locate there. Mr. Lyle was also the first postmaster and first storekeeper. His wife died in 1887. His daughter, Mrs. Ira Hewitt, died in June, 1909, leaving four children besides an adopted daughter. Mr. Lyle's death occurred late in the fall of the same year, 1909. A son, George W. Lyle, is still living.

A bachelor, commonly spoken of as "Julius," located further back from the river and engaged in sheep raising in 1867. Jesse Snider and family came to Lyle in 1880, taking land northeast of the Whitcomb farm. Four sons and three daughters came with the parents. The only one of these remaining in that section now is George Snider, who has large holdings in orchards and land. One son is a minister, one daughter is Mrs. George Lyle, another is Mrs. Hattie Hinshaw. The father, mother and one daughter are buried in the cemetery near Pine Hill.

Mr. James Balch came to Klickitat County in 1871 but did not remain long, returning to the Willamette Valley. In 1878 the family moved to Goldendale where Mr. Balch acted as County Judge. In the fall of 1880, they moved to Lyle, settling on land west of the Whitcomb farm. The land they settled on lay on a sloping bench overlooking the Columbia River and in early spring produces an abundance of food for stock, but the soil is shallow and underlaid with a rock formation, so it soon dries out and proves a disappointment to the farmer. While on a business trip to Goldendale, Mr. Balch collected some money due him, placing it in a small satchel. He did not reach his destination at the usual time, but came home in the middle of the night, in an exhausted condition, with his clothing soaked, his money and satchel missing and his mind a blank. An Indian who was last seen with him was questioned but with no results. The mystery was never cleared up. He was treated for awhile at Steilacoom, then sent to his boyhood home where he died. The family moved to Hood River in 1886.

The Shippeys, father and sons, operated a sawmill in the hills north of Lyle.

Among the early residents who live on their own land are some Indian families whose residence antedates the incoming of the whites. Charley Parker, whose children attended the public school, raised his family according to the rules of civilization and is known and respected for his upright conduct. Joe Stahi, whose home is on Major Creek, claims to be a descendant of

a chief and is as proud of his lineage as any descendant of royalty. He is well versed in Indian myths and knows of the first coming of the whites as told him by his mother. He describes very vividly the coming of Lewis and Clark, of their landing below the rocky point of land at Lyle, of their going up the hill to the Indian camps where they bought some dogs, paid for them, gave presents to the women and children then went on to the "Big Chuck." He further stated that "One Indian woman and papoose was with the white men" and that "Lewis and Clark hias close white men." A few years ago Joe Stahi, Charley Parker and Chief Wallahe of High Prairie, who is sometimes called "Skookum," were chosen as a delegation to go to Washington to represent the claims of the Klickitats. Joe spoke of Mr. Taft as a "fine man" and brought back photographs of himself and others taken in Washington.

The towns of Cleveland and Bickleton in the eastern portion of the county were not settled until after Goldendale had become well established. In 1877, the following parties settled near the site of Cleveland: Samuel Martin, Isaac and Ralph Cousins and Ripley Dodge. Edward D. Morris came in June, 1878, followed by Simeon E. Warren, Alcana Miller, Henry C. Hackley, John Baker, Dickson P. Shattuck, Lysander Coleman with his sons, also George Alexander, William J. Story, George Ellis and Josiah Smith. On Six Prong Creek, Dixon Gaunt and Ben Butler, with his two sons James and Marion, brought in their bands of stock and claimed the land. The families of Joseph Nixon and William Fadden were probably the first to settle on Pine Creek, followed by Milton Imbrie, George Lawman, David Sprinkle, Charles E. Flower and his brother Samuel P. Flower who located ten miles south of the site of Bickleton. On Alder Creek we find Robert M. and John Graham, Angus Forbus, Gottfried Peterson, L. J. Bailey, George W. McCredy, Rasmus Gotfredson and Charles N. Bickle, from whom the town of Bickleton received its name.

In 1879 Ephraim McFarland built a sawmill on the creek west of Bickleton. Other mills followed in that vicinity but this was the first. In 1878, when Chief Egan with his renegade band of Indians swept northward through eastern Oregon and Washington and western Idaho, the settlers of eastern Klickitat County fled to Goldendale for protection but the trouble was over in two months and they were back again in their homes with but little loss.

At this time a company of mounted riflemen was organized with Ephraim W. Pike as captain. The government furnished rifles and ammunition and they were thoroughly drilled. This was the first military company organized in Klickitat County and was known as "The Klickitat Rangers," but they were not called into service.

The question of county seat agitated the various centers of population for some years but in November, 1878, by a popular vote Goldendale was selected. Not wishing to tax the county at large, a subscription was taken in Goldendale and $3,500 secured with which a court house and jail were built. In 1888, a fire destroyed a large portion of the town including the court house and jail, these buildings being replaced by brick structures costing $25,000. In 1881, the first county fair was held at Goldendale. These fairs have become an annual event of great educational and monetary value to the county, benefiting every line of industry and encouraging the younger generations to attain higher and better ideals. The wise provision of the founders of the school system in Washington, whereby transportation and school funds are provided for isolated communities, makes it possible for every child to secure a common school education. Many of the distaricts teach one or more grades of the High School, and where the population is sufficient High Schools are established.

The cost of marketing their wheat was a great handicap until a railroad was built from Goldendale to the Columbia with its southern terminus at Lyle. The building of numerous highways and bridges is rapidly developing the latent resources of the county and opening its scenic attractions to the world.

DELIA M. COON

## CAPE DISAPPOINTMENT IN HISTORY

Steamers everywhere throughout the world are guided into port by the lighthouses and lightships guarding the routes of travel. The more dangerous spots are supplied with more numerous warnings against disaster. On the route from San Francisco to Seattle, in passing the 46° 10′ latitude five light signals may be clearly seen. These are: Tillamook Head, Desdemona Light, the Light Ship No. 6, Canby Light and North Head Light and they guard the entrance to the Columbia River. From the little fishing boats which hover nearer the shore one can easily discern the nature of the land upon which the lighthouses stand. Two of the lights, North Head and Canby, are upon a single promontory named Cape Disappointment, yet one cannot be seen from the other because of the extreme irregularity of the coast line. Other government activities are also to be found upon this headland, namely, a first class United States Weather Bureau Station, a first class government wireless base, a Life Saving Station, and Fort Canby with two batteries of long range guns guarding the entrance to the river. All of these go to mark Cape Disappointment as an important strategic point. Canby Light on the southern bluff looks immediately upon the River; North Head Light is further north and west, and both bluffs are connected with the mainland by a neck of land. The whole cape presents from the ocean the appearance of a bold, heavily wooded headland, whose perpendicular scarps arise sharply from the sea and whose ithmus slopes more gradually toward Baker's Bay in the rear.

A visitor on the ocean beaches stretching for about twenty-five miles northward from the cape, might think the name Disappointment significant of the many wrecks that have occurred both upon the beach and at the mouth of the Columbia River. To cross the bar of the Columbia in former years was to endanger both the ship and the lives of the crew. These dangers, however, have been practically done away with by jetties and careful pilotage. Much delay, many narrow escapes and wrecks have taken place here, in fair weather as well as in storms. The currents common to the treacherous waters on the bar carried the ships upon the sands where they lay helpless to be shattered by the breakers of the flood tide. The first European vessel to be lost here, so far as records show, was a supply ship of the Hudson's Bay Company, the *William and Ann*, which went down

in 1829. On the north, Peacock Spit marks where the United States vessel of that name was wrecked in 1841. In the year 1846 the *Shark,* another United States ship, was lost on South Spit. Republic Spit is so called because it caused the wreck of the steamer *Great Republic* in 1879. On Desdemona Sands now stands Desdemona Light, to warn incoming ships from a fate similar to that suffered by the bark *Desdemona* wrecked there in 1857.[1]

From Cape Disappointment on the north, to Point Adams on the south, at the discharge of the waters of the Columbia River into the Pacific Ocean, is a stretch of seven miles in an often almost continuous line of surf. In rough and stormy weather the bar seemed very forbidding, so we easily excuse the early navigators for not attempting to cross it. The name Disappointment, however, has a less tragic meaning than one might suppose. It does not mean the disappointment of disaster, but the disapointment of one Captain John Meares, an English navigator, who was unable to verify an earlier Spanish report that a river "San Roc" existed at the 46° latitude. Captain Meares in his vessel *Felice* July 5, 1788, was sailing south from Nookta Sound, for the purpose of exploration. As he was unable to see clearly beyond the line of breakers across the mouth of the river, he was convinced that no such river existed there, sailed back and recorded his feelings by attaching this name to the most prominent landmark.[2]

This same promontory had been previously named by Bruno Heceta, a Spanish navigator commanding the vessel *Santiago.* On the 17th of August, 1775, he observed the headland which he named cape "San Roque.' He did not in his report name the river "San Roc" but called it "Bahia de la Asuncion," and said, "These currents and eddies of water caused me to believe that the place is the mouth of some great river."[3] The common report known to Captain Meares and other Pacific Coast navigaotors was that Heceta sailed into and actually discovered a river, "San Roc," near the 46° latitude, and this river became the object of speculation until its presence was proven by Captain Robert Gray in 1792.

Captain George Vancouver, on his voyage of discovery for the English government, also failed to recognize the presence of a river at the 46° latitude, although his course ran close to the

1 Bancroft, *History of the Northwest Coast,* Vol. II, p. 533.

2 "Extract from the Works of Captain John Meares, Narrative of Voyages in the Pacific" in Robert Greenhow, *History of Oregon and California,* pp. 176-177.

3 "Extract from the Report of Captain Bruno Heceta" in *Ibid,* pp. 432-433.

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1 Bancroft, *History of the Northwest Coast*, Vol. II, p. 523.
2 "Extract from the Works of Captain John Meares, Narrative of Voyages to the Pacific" in Robert Greenhow, *History of Oregon and California*, pp. 170-172.
3 "Extract from the Report of Captain Bruno Heceta" in 1775, pp. 432-433.

outer edge of the bar. He, in 1792, made the positive statement that "no opening, harbor, or place of refuge for vessels was to be found between Cape Mendocino and the Straight of Fuca." He saw Cape Disappointment and described it in his narrative.[4]

When Captain Robert Gray sailed into and actually discovered the river on the 19th day of May, 1792, he called it "Columbia's River" after his ship *Columbia.* To the northern promontory he gave the name "Cape Hancock"; to the southern "Adams Point." It is an interesting fact that, while the southern projection still retains the New England name of Point Adams, the northern cape has kept the more picturesque name, Disappointment. Later in the same year, when at Nootka Sound, Captain Gray met Captain Vancouver, and informed him of the discovery of Columbia's River. To verify this information, Captain Vancouver in the *Discovery,* and Lieutenant Broughton in the *Chatham,* arrived off the mouth of the river on October 20, 1792. Both mentioned the importance of Cape Disappointment as a point of bearing and recognition. Captain Vancouver was unable to enter the river because of the dangers to a ship as large as the *Discovery,* but Lieutenant Broughton in the *Chatham,* which was considerably smaller, sailed in and examined it for about one hundred miles above the mouth, as far as Point Vancouver.[6]

The first overland expedition to reach the mouth of the Columbia River was that of Lewis and Clark. In November, 1805, they visited and explored Cape Disappointment, and Captain Clark examined about four miles of the beach above; his diary tells us that he carved his name on trees both at the beach and on the cape, but careful search has failed to reveal these interesting commemorations to history. Lack of game forced the party to resort to the south side of the river, somewhat further back from the ocean, for their winter quarters. They have left to us what is probably the first detailed map of Cape Disappointment.[7]

In March, 1811, the *Tonquin,* the first supply ship of John Jacob Astor's fur-trading enterprise, under Captain Jonathan Thorne, arrived off the mouth of the Columbia. The weather

4 George Vancouver, *Voyage of Discovery to the North Pacific Ocean and Round the World* (London, Robinson, 1798), Vol. I, p. 244.

5 "Extract from the Second Volume of the Log-book of the ship Columbia" in Greenhow, *Op. Cit.,* pp. 434-436. This extract was made in 1816 by Mr. Bulfinch, of Boston, one of the owners of the *Columbia.*. The Log-book has since disappeared but the extract is considered authentic. See, also, Edmond S. Meany, editor, "A New Log of the Columbia, by John Bolt, on the Discovery of the Columbia River and Grays Harbor" in *Washington Historical Quarterly,* Vol. XII, No. 1 (January, 1921). "Roc" is the English spelling of the Roque of the Spaniards.

6 T. C. Elliott, editor, "Log of H. M. S. 'Chatham'," in *The Quarterly of the Oregon Historical Society,* Vol. XVIII, No. 4 (December, 1917), pp. 231-243.

7 Reuben Gold Thwaites, editor, *Original Journals of the Lewis and Clark Expedition, 1804-1806,* Vol. III.

was rough and the waves were running high, notwithstanding which, Captain Thorne sent out men in the ship's boat to sound the channel of the river. This fool-hardy act, which caused the death of seven members of the little party, emphasizes the character of that stern disciplinarian, Captain Thorne, and may be said to foreshadow the future of his ill-fated ship, which was blown to atoms in the bay of Cloyquot three months later. The members of the party chose a spot about fifteen miles up the opposite side of the river from Cape Disapointment and called the post Astoria, in honor of the head of their Company. A few months later,[8] when David Thompson descended to the mouth of the river (whose upper waters he had discovered in the summer of 1807), he found that Astor's party had preceded him. He observed Cape Disappointment, and with his scientific instruments, formally confirmed its latitude and longitude.[9]

The Oregon Country now becomes a subject of national import. Washington Irving, in his widely circulated book "Astoria," was influential in arousing the interest of the statesmen and people of the nation in the Oregon Question. The *Tonquin* incident, told realistically by him, helped to make Daniel Webster think the Columbia River too dangerous for a good harbor, and to advocate Puget Sound in its stead as the chief port of the Oregon Country. One can easily see what great effect this would have upon the boundary controversy.

When the War of 1812 was declared, England sent the sloop-of-war *Raccoon,* commanded by Captain Black, to take the trading-post at Astoria. "On the morning of the 30th," (November, 1813), says Franchere, "we saw a large vessel standing in under Cape Disappointment." The long looked for British ship had arrived—too late—for Astoria had just been sold to the North West Company of Canada. However, the motions of taking possession were executed and the station re-christened "Fort George." By the treaty of Ghent, ending this war, "All territory, places, and possessions whatsoever, taken by either party from the other during the war * * * (should) be restored without delay. * * * ." [10]In September, 1817, the *Ontario,* under Captain Biddle, was ordered to the Columbia "to assert the claims of the United States to the country in a friendly and peaceable manner * * * ." England now claimed that Lieutenant Broughton

8 Gabriel Franchere, *Narrative of a Voyage to the Northwest Coast of America in the Year 1811, 1812, 1813, and 1814;* etc. (Redfield, 1854), pp. 86-96.

9 T. C. Elliott, editor, "Journal of David Thompson" in *The Quarterly of the Oregon Historical Society,* Vol. XV, No. 2 (June, 1914), pp. 104-125.

10 Joseph Schafer, *History of the Pacific Northwest,* p. 89.

took formal possession of the Columbia River and surrounding country in 1792 and said furthermore Astoria was not one of the "places of possession," as it had been purchased by the North West Company before the *Raccoon* entered the river. Captain Biddle continued on his way, however, and on August 19, 1818, left his vessel at anchor outside the bar of the Columbia, and proceeded in three well armed and manned boats toward the north shore. He landed inside Cape Disappointment, near where Fort Canby is now located, and there went through the ceremonies of saluting the flag, turning up a sod of earth, and nailing a leaden tablet to a tree. This tablet was inscribed with an account of what they had done and with the United States Coat of Arms. The ceremony was repeated at Point George (Smith Point, Astoria); a call was made upon the settlement at Fort George and the next day the party embarked for the south.[11]

When the *Ontario* left New York, she carried as a joint special commissioner to represent the United States at the surrender of Fort George, Mr. J. B. Prevost. At Valparaiso, due to personal feeling between himself and Captain Biddle and to the fact that no British naval forces had received instructions in regard to their carrying out the terms of the treaty, he disembarked to await developments. By August, 1818, Mr. Prevost was sailing north in the British vessel, the *Blossom*, as the guest of the British naval officer who was to represent England in the transfer of Fort George. Upon arrival, the *Blossom* anchored behind Cape Disappointment and Astoria was reached in smaller boats. So Astoria was formally restored by the North West Company to Mr. Prevost, on the 5th of October, 1818. From that year until 1846, by the treaty of joint occupation, the whole Oregon country was jointly governed and settled by the citizens of the United States and Great Britain.

The history of Cape Disappointment now becomes the history of the fur traders, under the wise administration of the Hudson's Bay Company. (The Hudson's Bay Company and the North West Company combined under the former's name in 1821.) Bakers Bay, which is directly behind the Cape, was the harbor for all ships at that time. Canby Head was used as a lookout point and was visited daily by the crews of the ships which were sometimes held there a month at a time, waiting for the bar to be calm enough for them to sail out in safety.

11 T. C. Elliott, "An Event of One Hundred Years Ago, in *The Quarterly of the Oregon Historical Society*, Vol. XIX, No. 3 (September, 1918), pp. 181-187.

About 1843, the United States began to talk of withdrawing from the joint occupation pact, thus dissolving the treaty. England was afraid we should obtain the whole Oregon Territory and was well justified in her fears, not only because of the majority of American settlers there, but also because of the general feeling of the people as expressed by President Polk, in his inaugural address of March 4, 1845, in which he pronounced the American claim to the whole of the Oregon country clear and unquestionable. To assert her rights in America, England instructed Sir George Simpson to send out the expedition of Warre and Vavasour for the purpose of making a military reconnaissance of Oregon. Among other things the directions contained the following statement: "While in the Oregon Country I have to suggest your close examination of Cape Disappointment, a headland on the north bank of the Columbia River at its outlet to the Pacific, overlooking the Ships channel, and commanding as far as I was able to judge when on the spot from superficial observation, the navigation of the river, the occupation of which, as a fortification would, in my opinion, be of much importance in the event of hostilities between England and the United States."[12]

Both the cape and the isthmus behind it were to be taken possession of, ostensibly as a trading post but as can be easily seen by the above statement, actually for the use of the British forces in case of hostilities. Peter Skene Ogden, one of the factors of the Hudson's Bay Company at Fort Vancouver, was sent to the cape and found there a hut, inhabited by a man named James Sanler, whom he bought off for $200. But upon filing the claim of the Hudson's Bay Company at Oregon City, it was found that Messrs. Wheeler and McDaniels were the real owners and that Sanler was merely holding it for them. They were willing to sell for $900; Mr. Ogden disputed the price but finally settled for $1000, which amount was repaid to him by the Company. Later, in their claims against the United States, the Hudson's Bay Company included Cape Disapointment at a value of $14,600. As all of their claims were extensively cut down and paid in a lump sum, we are unable to ascertain the exact amount paid for this cape.[13]

The principal interest taken in the Oregon country by both

12 Joseph Schafer, editor, "Documents Relative to Warre and Vavasour's Military Reconnoissance in Oregon, 1845-6" in *The Quarterly of the Oregon Historical Society*, Vol. X, No. 1 (March, 1909), pp. 29-30.

13 T. C. Elliott, editor, "The Peter Skene Ogden Journals" in *The Quarterly of the Oregon Historical Society*, Vol. XI, No. 4 (December, 1910), pp. 355-397.

England and the United States was for the purpose of extending trade and commerce. Since the first approach of all commerce was by the sea, the importance of Cape Disappointment lies in its prominence as a land mark and as a sentinel, for all shipping entering the Columbia River or proceeding north to Puget Sound. As such a land mark it has witnessed: In 1810, the arrival of the *Albatross* and first attempted settlement by Captain Nathan Winship of Boston; the coming of Astor's supply ships, the *Tonquin* in 1811 and the *Beaver* in 1812; Nathaniel Wyeth's unsuccessful attempt to compete with the established Hudson's Bay Company in the fur trade the arrival, in Oregon, of the first detachment of United States troops from San Francisco, by vessel in 1849; the coming of the missionaries in the *Lausanne* in 1838, one of whom, Dr. E. White, began to build on Cape Disappointment, northeast of Fort Canby, as a visionary rival of Astoria, Pacific City, which was soon abandoned.

As a final proof of the importance of this point the United States government purchased and owns the whole cape and uses it for the various government agencies already mentioned. The name after all is in a very glorious sense, a misnomer, for in the great development of the Pacific Northwest this sentinel of the Columbia River has beheld the golden realization of whatever dreams for the future the first explorers may have fashioned.

BARBARA COIT ELLIOTT.

## NEWSPAPERS OF WASHINGTON TERRITORY

[Continued from Volume XIV., page 200]

### SNOHOMISH, SNOHOMISH COUNTY, (Continued.)

EYE, established on January 11, 1882, by H. F. Jackson and Clayton H. Packard, the latter being editor and manager throughout the paper's existence. One main reason for the publication and a chief source of its revenue was the legal necessity for publishing timber land claim notices. It was started as a four-column, four-page weekly. Mr. Jackson retired on January 17, 1883, and about that time C. A. Missimer joined the firm. The paper was increased to five columns and lengthened. In 1884, Mr. Missimer retired and Clayton H. Packard became sole proprietor. A brother, Charles F. Packard, was part owner for a year. The paper suspended publication in 1897. (*History of Skagit and Snohomish Counties,* page 435.) Charles Prosch wrote this compliment: "It was spritely and newsy and paid its way from the outset, according its enterprising proprietor something more than a living. The fact of its being quite frequently quoted abroad is evidence that the *Eye* is not unknown beyond the borders of the town and county in which it is published." (In *Washington Press Association Proceedings, 1887-1890,* page 37.)

MATHEW'S OPINION, was established on March 28, 1888, but soon passed away. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 86.)

NORTHERN STAR, established in January, 1876 by Eldridge Morse and continued until May, 1879. Charles Prosch says: "Not content with this first effort, Mr. Morse, a year or two later, undertook the publication of a monthly, one or two numbers of which completely bankrupted him. Since then this gentleman has confined himself to writing what he knows about the glacial period." (In *Washington Press Association Proceedings, 1887-1890,* page 37.)

SUN, according to Edwin N. Fuller, this paper was established by Frank Spear in 1887, and was sold by him in April, 1888, to the Sun Publishing Company, J. W. Gunn, manager. It was incorporated in June, 1889, and in March, 1890, it was purchased by J. W. France, Charles Morath, and H. A. Moore. A daily was established on August 10, 1890. (In *Washington Press*

*Association Proceedings, 1887-1890,* page 85.) Another authority says the paper was established in 1888 by the Sun Publishing Company with George W. Head as manager. In March, 1891, the plant was sold to Mussetter Brothers who changed the daily back to a tri-weekly. Late in July, 1892, the plant passed into the hands of Ed. E. Warner, whose first issue appeard on August 2. He changed the name from *Sun* to *Tribune.* (*History of Skagit and Snohomish Counties,* pages 435-436.)

SOUTH BEND, PACIFIC COUNTY

JOURNAL, established on February 4, 1890, by F. A. Hazeltine and continued as a weekly. It was published as a daily for two weeks at the beginning of the Spanish-American War. In 1898, it absorbed the *South Bend Herald.* Complete files are kept in the office of publication. (*Newspaper MSS.* Letter 122.)

WESTERN WORLD, established on October 11, 1889, by R. E. Feeny and W. S. Crouch. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 88.)

SPANGLE, SPOKANE COUNTY

RECORD, established during the last week of February, 1887, by J. B. and P. E. Lister. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 85.) It was listed in 1890 as an independent weekly using patent insides. (Lord & Thomas *Newspaper Directory.*)

SPOKANE, SPOKANE COUNTY

CHINOOK, established by E. T. Wilson on August 13, 1887, and lasted three weeks. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 85.)

CHRONICLE, Edwin N. Fuller is authority for the information that this paper was first established on June 13, 1883, and died in July of that year; but was reestablished as an evening paper in the last part of September, 1886. (In *Washington Press Association Proceedings, 1887-1890,* pages 81 and 84.) Charles Prosch says W. D. Knight was publisher and J. F. Carrere was editor. He adds: "Like its morning contemporary [*Review*] it is an able exponent of the interests and claims of Spokane and vicinity." (In *Washington Press Association Proceedings, 1887-1890,* page 41.) An earlier date of beginning, 1881, is given by the present publisher. (*Newspaper MSS.* Letter 123.)

COEUR d'ALENE ENTERPRISE, established at Spokane Falls by the Belknap and Coeur d'Alene Publishing Company on February 25, 1884. (Edwin N. Fuller, in *Washington Press Assoication Proceedings, 1887-1890,* page 82.)

COEUR d'ALENE MINER, established at Spokane Falls by the Coeur d'Alene Publishing Company on January 26, 1884. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 82.)

COLLEGE JOURNAL, established in November, 1889, as a monthly edited by the faculty of Spokane College. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 88.)

COMMERCIAL ADVERTISER, "a weekly devoted to the commercial, professional and real estate interests of Spokane Falls." (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 41.)

DEMOCRAT, established in July, 1884, by J. W. Young, and merged with the *News* in January, 1887. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* pages 81 and 85.)

FRONTIER, "a handsomely printed monthly of twelve pages, edited by Fillmore Tanner and published by the Young Men's Christian Association of Spokane Falls." (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 41.)

GLOBE, a weekly Democratic organ and general newspaper. (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 41.)

NEWS, established as an evening newspaper on October 18, 1886, with George R. Epperson as editor, and merged with the *Democrat* in January, 1887. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890* pages 84 and 85.)

NEWS-DEMOCRAT, a merger of two other papers, made its appearance under the hyphenated name in January, 1887. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 85.)

NORTHERN LIGHT, established by W. H. Galvani in August, 1889, and immediately moved to Tacoma, where an issue was published on August 16, 1889, when it absorbed the Tacoma *In-*

*dependent.* (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 86.) It was listed as a Labor weekly. (Lord & Thomas *Newspaper Directory,* 1890.)

NORTHWEST TRIBUNE, established at Colfax in 1879 and moved to Cheney, Spokane County, in 1883. The paper enjoyed the reputation of being one of the oldest papers in Eastern Washington. In 1884 it came under the influence of George F. Schorr, a native of California, who gained applause as editor of the college paper while an undergraduate in the University of California. He became owner of the *Northwest Tribune* and in 1886 moved it to Spokane Falls, where he continued it as an independent weekly. (*History of the Pacific Northwest; Oregon and Washington,* Volume II., page 548.)

POST, listed as an independent weekly. (Lord & Thomas *Newspaper Directory,* 1890.)

RECORD, established as an evening paper on June 10, 1884, by Frank M. Dallam. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 83.)

REVIEW, this paper is often referred to as having grown out of or succeeded to the Spokane *Weekly Times* begun in 1879. This need not be considered in a strict newspaper geneology as it is recorded that Frank M. Dallam printed the first issue of the Spokane Falls *Review* from a Washington hand press in Cheney on May 5, 1883. It continued as a weekly until June 16, 1884, when it appeared as an afternoon daily. In 1885, it became a morning paper. Horace T. Brown acquired an interest in the paper from Mr. Dallam on July 1, 1886; a pony Associated Press service was taken on and the paper was enlarged. Soon after that H. W. Greenberg, a pioneer printer, acquired an interest in the partnership. Under that ownership the paper was enlarged or contracted as exigencies demanded. Messrs. Brown and Greenberg bought Mr. Dallam's remaining interest in the summer of 1887. On April 1, 1888, the property was sold to Patrick Henry Winston, James Monaghan, C. B. King and Willis Sweet, who incorporated the Review Publishing Company. Charles Prosch says: "During his half-year's control of the paper Colonel Winston earned an enviable reputation as a forcible and polished writer." (In *Washington Press Association Proceedings, 1887-1890,* page 40.) On October 1, 1888, the property was sold to Harvey W. Scott and Henry L. Pittock, editor and manager respectively of the Port-

land *Oregonian*, and A. M. Cannon, of Spokane Falls. On October 12, 1889, N. W. Durham, from the editorial staff of the *Oregonian* took editorial control of the *Review*. He has remained more or less intimately associated with that publication for more than thirty years. In 1890-1891, the present Review Building was erected. In 1893, W. H. Cowles purchased the paper, acquired also the *Spokesman*, a morning rival publication, and has continued the paper under the name of *Spokesman-Review*. Files of the paper are kept in a vault in the office of publication. (Writings by N. W. Durham and *Newspaper MSS*. Letter 123.)

SPOKESMAN, established by Joseph French Johnson and associates on March 9, 1890, and merged with the *Review* under the ownership of W. H. Cowles in 1893.

SUNDAY HERALD, established in July, 1889, by Keeler & Kemp. It was especially devoted to mining interests. (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890*, page 41.)

TIMES, though nearly forgotten, this first paper of Spokane Falls showed the faith and ambition of the city's founders. Francis H. Cook, a native of Ohio, came west in 1871 when twenty years of age. He became foreman of the Olympia *Courier* and in 1874 acquired the Olympia *Echo*. In 1877 he established the Tacoma *Herald*. In that paper he published the first series of articles telling about the land east of the Cascades known as the "Spokane District." He was elected to the Council (Territorial Senate) in 1879 and though only 28 years of age was chosen President of that body. In that same year he moved to Spokane Falls and established the *Times*. For a time it was issued as a daily. After three years he sold his paper and entered the real estate business in which he amassed a fortune. (Julian Hawthorne, *History of Washington*, Volume II., pages 429-434; Clinton Snowden, *History of Washington*, Volume IV., page 295.)

WEEKLY WELCOME, "a society, agricultural, sporting and literary journal published by Goodyear & Houghton." (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890*, page 41.)

## SPRAGUE, LINCOLN COUNTY

HERALD, established on April 19, 1888, by Frank M. Winship. Charles Prosch said its columns bore evidence of prosper-

ity, adding—"it will doubtless survive the mutations incident to newspaper life." (In *Washington Press Association Proceedings, 1887-1890,* page 44.) It did survive but under changed names as follows: September 1, 1899, *Sprague Times;* 1906, *Independent Times;* March 1, 1909, *Inland Advocate;* August 20, 1909, *Sprague Advocate.* Almost perfect files from the beginning to the present (1918) are kept in the office of publication. (*Newspaper MSS.* Letter 128.)

JOURNAL, established by Frank McMorley on January 16, 1885. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 83.)

SENTINEL, established on January 7, 1887, by John W. Kelly. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 85.)

## STEILACOOM, PIERCE COUNTY

PUGET SOUND ARGUS, the United States census of 1880 mentions this paper as having been founded in Steilacoom in 1872. This is an error. In that year the old plant of a paper in Port Townsend was moved to Steilacoom with which the *Puget Sound Express* was printed. See Port Townsend *Puget Sound Argus.*

PUGET SOUND COURIER, established on May 19, 1855, by William B. Affleck and E. D. Gunn. It was suspended in 1857 for lack of support. (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 26.) The name was later revived in a neighboring city. See Olympia *Courier.*

PUGET SOUND EXPRESS, when the *Puget Sound Argus* of Port Townsend was about to purchase a new plant in San Francisco, the people of Steilacoom "bought back" the old plant to start a paper under the editorship of Julius Dickens. (Seattle *Intelligencer* of November 11, 1872.) The "bought back" indicates that the varying fortunes of the new towns caused the shifting of papers. The Seattle *Intelligencer* of November 8, 1873, reprints the following from the *Puget Sound Express*: "With next week's issue we have fulfilled the contract entered into with the readers of the Express, and shall then take occasion to make them our humble bow, requesting that all bills due us be settled as promptly as we shall pay all our indebtedness. If anything remains our friends are welcome to it for their trouble." The pa-

per was evidently winning favor for its editor was appointed Clerk of the District Court held at Steilacoom. (Seattle *Intelligencer* of January 9, 1875.) Clarence B. Bagley says that Julius Dickens paid great attention to his editorials. The printers said he translated many of his best from Swedish and Norwegian writers. (Interview with Victor J. Farrar.) Charles Prosch says: "Several papers were started in Steilacoom by printers ambitious to distinguish themselves by resuscitating the town, but the town didn't resuscitate under their efforts. One of the printers (a young Swede named Dickens) actually died in the harness." (In *Washington Press Association Proceedings, 1887-1890,* page 26.)

PUGET SOUND HERALD, when the *Puget Sound Courier* suspended in 1857, Steilacoom was left without a paper and, in fact, Washington Territory then had but one newspaper, the *Pioneer and Democrat* of Olympia. In that year, Lafayette Balch, founder of Steilacoom, met Charles Prosch, an experienced printer and newspaper man, in San Francisco and arranged with him to try a new venture in Steilacoom, then a rival of Olympia as the principal business center of the new Territory of Washington. The old plant of the *Puget Sound Express* was refurbished, George W. Lee was accepted as a partner, and on March 12, 1858, the first issue of the *Puget Sound Herald* made its appearance. In the second month of its existence the paper became the sole property of Mr. Prosch. He was abundantly successful at first as he obtained the first news of the Fraser River gold finds. Copies of his paper sent to San Francisco sold for one dollar a copy at the wharf. Those of succeeding weeks sold for five dollars each, "and when these were exhausted galley-proofs of the mining news, which had been sent because no more copies of the paper could be got off the press, sold as readily at the same price." (Clinton A. Snowden, *History of Washington.* Volume IV., page 38.) Mr. Prosch says he continued the publication for six years with one or two brief intermissions and then he adds: "Finally Steilacoom, once the most populous, prosperous and promising town in the Territory, failed to yield anything like an adequate support for the paper, and it was compelled to suspend. The decadence of the town was not alone the cause of the suspension, it was in great part due to the appearance of journals in other towns and counties whence the *Herald* derived a goodly share of its sustenance in former years." (In *Washington Press Associa-*

*tion Proceedings, 1887-1890,* page 26.) The printing plant was sold to Al. Pettygrove who took it to Port Townsend where the *Puget Sound Argus* was published. (Olympia *Transcript* of July 2, 1870.) That explains how the people of Steilacoom "bought back" the plant to begin the *Puget Sound Express* in 1872. Mr. Prosch had moved to Olympia in 1867 and continued his newspaper work. See Olympia *Pacific Tribune.* Between the dates of suspension by Mr. Prosch and sale of the plant to Mr. Pettygrove the printing materials were used for the publication of the *Western Star,* mentioned below, and for a short time an effort was made to restore the name of *Puget Sound Herald.* The Olympia *Transcript* on May 6, 1870, announced that a printer named Johnson was getting the printing materials in shape to issue a paper at Steilacoom under the old name. On July 25, 1870, the Olympia *Transcript* printed this item: "From an item in the last Steilacoom Herald we judge that Mr. I. M. Johnson, the editor of that paper, has retired, and that he was to leave for Southern California on Tuesday last."

Truth Teller, after the suspension of the Steilacoom *Puget Sound Courier* and just before Charles Prosch began the *Puget Sound Herald* the press and type were used to issue a paper well remembered by pioneers. Mr. Prosch writes of it as follows: "A small sheet entitled Truth Teller was issued from the same office being limited to two issues and devoted to the vindication of certain military and civil officials, who were charged with undue sympathy for Indians lately engaged in hostilities with the whites. Having silenced their accusers, there was no motive for continuing publication." (In *Washington Press Association Proceedings, 1887-1890,* page 26.) A copy of this rare paper was obtained from Anna C. Koontz, of Chehalis, daughter of a pioneer family. The paper, framed in double-glass, hangs in the history office of the University of Washington. Under the title is the line "Devoted to the Dissemination of Truth and Suppression of Humbug." The editor is "Ann Onymous" and the volume number is "000." There is every evidence that the writers felt that they were embalming in type their vindication.

Washington Republican, when William B. Affleck and E. T. Gunn suspended their *Puget Sound Courier,* the plant was immediately used for the publication of this campaign paper with Frank Balch as editor and Mr. Affleck as printer. The first issue

was on April 3, 1857. "It was designed to promulgate the principles of the then new Republican party, and advocate the election of W. H. Wallace to the office of Delegate to Congress. When it had served its purpose it suspended. (Hubert Howe Bancroft, *Works,* Volume XXXI., page 377, quoting from a manuscript journal by Isaac N. Ebey.)

WESTERN STAR, a year before the printing plant of the suspended *Puget Sound Herald* was sold to Al. Pettygrove of Port Townsend, it was used by Joseph L. Allison for the publication of the *Western Star,* the first issue appearing on July 17, 1869. In announcing the new arrival, the Olympia *Transcript* of July 24, 1869, said: "This new paper appeared last Saturday. It is the same size as the Transcript."

## SUMAS, WHATCOM COUNTY

NEWS, established in 1889 and published continuously as a weekly although the name has been changed. It was consolidated with the *Advocate* on March 1, 1916. Partial files are in the office of the *Advocate-News.* (*Newspaper MSS.* Letter 132.)

## SUMNER, PIERCE COUNTY

HERALD, established on June 21, 1889, by White & Rosseau. (Edwin N. Fuller, in *Washington Press Assoication Proceedings, 1887-1890,* page 88.) It was listed in 1890 as an independent weekly. (Lord & Thomas *Newspaper Directory.*)

## TACOMA, PIERCE COUNTY.

BAPTIST SENTINEL, was established on June 6, 1889, by C. B. Douglass, as a weekly. It was moved to Dayton, Columbia County, in the early part of 1890. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 88; and *History of Southeastern Washington,* page 814.)

BUDSTIKKE, a Danish-Norwegian paper established on December 25, 1889, by Bergan & Julseth, and sold to a stock company in August, 1890. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 87.)

COLLEGIAN, established on December 5, 1889, and published monthly by the students of Washington College. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 87.)

COMMERCE, established on May 15, 1886 by E. N. Fuller who moved the paper to Puyallup in May, 1887, and sold it to J. W. Redington in August, 1888. The weekly expanded to a campaign daily in the fall of 1889. (Edwin N. Fuller in *Washington Press Association Proceedings, 1887-1890,* page 84.) See Puyallup *Commerce.*

ECHO, established as the *Temperance Echo* in Olympia, 1869, where it experienced many changes as to ownership and editorship. In 1874 it fell into the control of a brilliant young man, Francis H. Cook, whose success in turn produced successful rivalry. In 1877, he moved his plant to Tacoma and with it founded the *Herald.* He was among the first to advocate the merits of the "Spokane District" and in 1878 gave Spokane Falls its first newspaper, the *Times.* See Olympia *Courier,* Olympia *Echo,* Spokane *Times.* (C. B. Bagley, "Pioneer Papers of Puget Sound," in *Quarterly of the Oregon Historical Society,* Volume IV., pages 381-382.)

EPWORTH BUDGET, established as a Methodist Episcopal Church monthly in November, 1889, by Rev. George C. Wilding, pastor of the First Methodist Church of Tacoma. It was planned to be circulated in the Methodist homes of Tacoma and its suburbs and soon rose to a circulation of 3000 copies. (Sketch of Rev. George C. Wilding in *Washington Press Association Proceedings, 1887-1890,* pages 121-122.)

EVERY SUNDAY. Charles Prosch makes this kind reference to his contemporaries: "Edward N. and Robert E. Fuller on the 3rd. of March, 1889, issued the first number of *Every Sunday.* A cursory glance at its columns is all that is needed to favorably impress the reader. The editor, E. N. Fuller, displays both ability as a writer and judgment as a compiler, and will succeed where success as a journalist is possible." (In *Washington Press Association Proceedings, 1887-1890,* page 29.)

FOLKEBLAD, established by Dirk Blaauw in September, 1889. It was an independent Swedish weekly. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 87.)

GLOBE, established as a weekly by Fife & Wilson on January 18, 1887, under the name of *World.* In about a year Captain W. J. Fife withdrew. The paper as a weekly was discontinued about the middle of January, 1889. In the meantime a

queer development had taken place. Manager Wilson on October 3, 1888, without the knowledge of the other stockholders, issued the paper as the *Daily World.* The trustees refused to be responsible. Wilson changed the name of the paper to *Daily Globe,* and induced Harry Morgan to take an interest. Later the paper was bought by the St. Paul syndicate of Boynton, Metcalf & Co. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 85.)

HERALD, founded in 1877 by Francis H. Cook who used the materials he had moved from Olympia with his paper called the *Echo.* The *Herald* was listed in 1878 as a daily and weekly. (*Business Directory of the Pacific States and Territories,* published by L. M. McKenney, of San Francisco.) Mr. Cook moved to Spokane and published the first newspaper in Spokane Falls. See Spokane *Times* and see also Olympia *Echo.*

HOTEL REPORTER, established on June 15, 1889, to serve both Seattle and Tacoma. Later Mr. Talbot continued it for Tacoma alone. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 87.) In 1890, it was listed as an indepent daily. (Lord & Thomas *Newspaper Directory.*)

INDEPENDENT, see Tacoma *Northern Light.*

JOURNAL, established on May 4, 1888, as the *Real Estate Journal.* The publishers were W. A. Berry and F. T. Houghton and the editor was C. W. Hobart. In the second volume the name was changed by dropping the words "Real Estate" and Berry and Houghton sold their interests to the Real Estate Publishing Company. Mr. Hobart remained as editor. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 86.)

LEDGER, R .F. Radebaugh, of San Francisco, and C. H. Patrick, of Sacramento, came to Tacoma and established the *Ledger* as a weekly paper, the first issue appearing on April 23, 1880. Early in 1882, Mr. Patrick withdrew and purchased the *Pierce County News.* On April 7, 1883, the first daily issue appeared and was continued with the weekly edition throughout the Territorial period. The paper was Republican in politics. (C. B. Bagley, "Pioneer Papers of Puget Sound," in *Quarterly of the Oregon Historical Society,* Volume IV., page 382; Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,*

page 28.) The paper has continued on successfully in the time of Statehood. It is understood that there is a complete file in the office of publication and partial files in the Tacoma Public Library and the Library of the Washington State Historical Society.

NEWS, established under the name of *Pierce County News*, on August 10, 1881, by George W. Mattice. This is the paper purchased by H. C. Patrick early in 1882 when he withdrew from the *Ledger* and his partnership with R. F. Radebaugh. He changed the name to Tacoma *News* and continued it as a weekly until September 15, 1883, when it was made an evening daily. About August 1, 1882, Edwin N. Fuller had become editor and he continued as such until the spring of 1886 when he resigned to become Secretary of the Tacoma Chamber of Commerce. On March 1, 1886, Allen C. Mason's name appeared as publisher. (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 28; C. B. Bagley, "Pioneer Papers of Puget Sound," in *Quarterly of the Oregon Historical Society,* Volume IV., page 382.) The paper has continued on into Statehood.

NORTH PACIFIC COAST, was established on December 15, 1879, presumably in the interest of the land department of the Northern Pacific Railroad Company. (Hubert Howe Bancroft, *Works,* Volume XXXI., page 379-380.) The effort was evidently unsuccessful and unpopular. Charles Prosch usually beams kindliness but in this case he says that Mr. and Mrs. Money moved to Tacoma the plant of the Kalama *Beacon,* which they owned but with a heavy mortgage to the railroad company. He says they brought with them Mr. Pickett, formerly of Portland, who had edited the *Beacon* for them and who "was noted for an acrimoniousness never surpassed and rarely equalled." Mr. Prosch says the paper promised much, but fulfilled little and died young. (In *Washington Press Association Proceedings, 1887-1890,* pages 27-28.) See also Kalama *Beacon.*

NORTHERN LIGHT, established in Spokane in August, 1889, and almost immediately moved to Tacoma by W. H. Galvani. In Tacoma it absorbed the *Independent.* It was a Labor weekly. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 86.)

NORTHWEST HORTICULTURIST, established in 1888 by Henry Bucey, as a monthly. It soon passed into the hands of Tonneson,

page 28.) The paper has continued on successfully in the tune of Statehood. It is understood that there is a complete [illegible] in the office of publication and partial files in the Tacoma Public Library and the Library of the Washington State Historical Society.

News, established under the name of *Pierce County News* on August 10, 1881, by George W. Mattice. This is the paper purchased by H. C. Patrick early in 1882 when he withdrew from the *Ledger* and his partnership with L. F. Radebaugh. He changed the name to Tacoma *News* and continued it as a weekly until September 15, 1883, when it was made an evening daily. About August 1, 1882, Edwin N. Fuller had become editor and he continued as such until the spring of 1886 when he resigned to become Secretary of the Tacoma Chamber of Commerce. On March 1, 1886, Allen C. Mason's name appeared as publisher. (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890*, page 28; C. B. Bagley, "Pioneer Papers of Puget Sound," in *Quarterly of the Oregon Historical Society*, Volume IV., page 382.) The paper has continued on into Statehood.

North Pacific Coast, was established on December 15, 1879, presumably in the interest of the land department of the Northern Pacific Railroad Company. (Hubert Howe Bancroft, *Works*, Volume XXXI., page 379-380.) The effort was evidently unsuccessful and unpopular. Charles Prosch usually means kindliness but in this case he says that Mr. and Mrs. Money moved to Tacoma the plant of the *Kalama Beacon*, which they owned but with a heavy mortgage to the railroad company. He says they brought with them Mr. Pickett, formerly of Portland, who had edited the *Beacon* for them and who "was noted for an acrimoniousness never surpassed and rarely equalled." Mr. Prosch says the paper promised much, but fulfilled little and died young. (In *Washington Press Association Proceedings, 1887-1890*, pages 27-28.) See also *Kalama Beacon*.

Northern Light, established in Spokane in August, 1889, and almost immediately moved to Tacoma by W. H. Galvani. In Tacoma it absorbed the *Independent*. It was a Labor weekly. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890*, page 86.)

Northwest Horticulturist, established in 1888 by Henry Bucey, as a monthly. It soon passed into the hands of Tonneson,

Boothroyd and Dunkel. (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 29.)

PACIFIC TRIBUNE, on Agust 9, 1873, the Seattle *Intelligencer* announced: "The *Tribune* office has been removed to Tacoma. The first paper at this place was announced to appear today." Thomas W. Prosch was the publisher and editor of the paper thus moved from Olympia to Tacoma. It was the first newspaper in Tacoma. For a time it was published as a daily. On the great Jay Cooke failure the paper ceased and soon thereafter it was moved by Mr. Prosch to Seattle. On June 19, 1875, the *Intelligencer* announced that the first issue of the *Daily Evening Tribune* had appeared in Seattle on Tuesday, June 15. Nearly a complete file is saved in the University of Washington Library. See Olympia *Pacific Tribune* and Seattle *Pacific Tribune* and *Post-Intelligencer.*

PUGET SOUND GUIDE, listed in 1888 as a tri-monthly. (Polk's *Puget Sound Directory.*)

PUGET SOUND LUMBERMAN, established in Tacoma in 1889, the same year as the *West Coast Lumberman,* also in Tacoma. The two were consolidated in 1896, and later merged with the *Pacific Lumber Trade Journal* of Seattle under the name of *West Coast Lumberman.* Complete files are saved in the office of publication, Seattle. (Newspaper *MSS.* Letter 116.)

REAL ESTATE AND COURT INDEX, was established as a daily on November 4, 1889, but was of short life. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890* ,page 87.)

REAL ESTATE JOURNAL, see *Journal.*

RECORD, established on November 1, 1889, by Bethel, McManus & Gillespie. It was soon enlarged from a small sheet to an eight-page paper. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 87.)

REVIEW, listed in 1888 as a daily. (Polk's *Puget Sound Directory.*)

SUNDAY SPECTATOR, established by W. F .Thompson & Co. on November 10, 1888, the last number being dated November 17, 1889. (Edwin N. Fuller in *Washington Press Association Procveedings, 1887-1890,* page 86.)

SUNDAY TIMES, established by T. E. Scanlin on June 10, 1888. It evidently passed into other hands soon for Charles Prosch writes: "It is profusely illustrated, and is said to be a decided success financially. Its editor and proprietor is J. W. Clark, an original writer, gifted with a fund of humor that makes the emanations from his pen always readable and refreshing." (In *Washington Press Association Proceedings, 1887-1890,* page 28.)

TELEGRAPH, established as an evening paper by R. F. Radebaugh on August 9, 1886. It was sold to a stock company but was discontinued on January 15, 1887, "with a famous obituary by S. W. Wall." (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 84.)

WACHT AM SUNDE, established in Seattle by Phil. Schmitz on February 4, 1884. Ernest Hoppe was editor. On September 4, 1885, it was moved to Tacoma and its publication continued by A. Weichbrod, with K. Sudloff as editor. A complete file is saved in the office of publication at Tacoma. (*Newspaper MSS.* Letter 134.)

WASHINGTON INVESTMENT JOURNAL, established in November, 1888, and continued several months by E. Steinback. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 86.)

WASHINGTON TERRITORY REVIEW, established in January, 1889, as a quarterly by Allen C. Mason. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 86.)

WEALTH OF THE NORTHWEST, listed in 1890 as an independent monthly. (Lord & Thomas *Newspaper Directory.*)

WEST COAST LUMBERMAN, established by Frank B. Cole in Tacoma in 1889. About the same time the *Puget Sound Lumberman* was established in the same city. The two were consolidated in 1896 and later merged with the Seattle *Pacific Lumber Trade Journal* under the name of *West Coast Lumberman.* Complete files are saved in the office of publication, Seattle. (*Newspaper MSS.* Letter 116.)

WEST COAST TRADE, established on February 27, 1889, by Orno Strong. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 88.)

WESTRA POSTEN, listed in 1890 as a Swedish independent weekly. (Lord & Thomas *Newspaper Directory.*)

WORLD, see *Globe.*

TEKOA, WHITMAN COUNTY.

GLOBE, listed in 1890 as an independent weekly. (Lord & Thomas *Newspaper Directory.*)

TENINO, THURSTON COUNTY.

HERALD, in the spring of 1890, the growing town of Tenino encouraged F. A. Dunham to locate a paper there. It survived but a few months. (J. C. Rathbun, *History of Thurston County,* page 118.)

UNIONTOWN, WHITMAN COUNTY.

JOURNAL, listed in 1890 as a Democratic weekly. (Lord & Thomas *Newspaper Directory.*)

VANCOUVER, CLARKE COUNTY.

CHRONICLE, established in July, 1860, by L. E. V. Coon and John Miller Murphy. H. G. Struve, afterwards a well known lawyer in Seattle, was editor for about a year. In Spetember, 1860, Mr. Murphy sold out and moved to Olympia where he established the *Washington Standard.* In his new paper he recorded a change of name and eidtor of the older one: "The *Telegraph* (the late *Chronicle*) is received. The name of Urban E. Hicks appears as editor." (*Washington Standard,* December 21, 1861.)

INDEPENDENT, founded in 1874, evidently by A. Byron Daniels, an attorney-at-law as he is listed as editor in 1878. (*Business Directory of the Pacific States and Territories,* published by L. M. McKenney of San Francisco.) In 1889, Charles Prosch wrote: "The most prominent of the early journals was the *Independent,* now ably conducted by J. J. Beeson. It has just entered its fifteenth year, and bids fair to live fifteen more. The editor and proprietor, in a card inserted on the title-page says: 'The *Independent* is a Republican newspaper from the ground up, and, while it seeks to assist in building up Clarke County in particular, with Washington Territory in general, it is especially devoted to the pecuniary interests of the proprietor'." (In *Washington*

*Press Association Proceedings, 1887-1890,* page 39.) Lloyd DuBois has the files of this paper at Vancouver. (*Newspaper MSS.* Letter 138.)

REGISTER, called at times *Clarke County Register,* was established about 1883. (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 39.) It was listed in 1890 an an independent- Temperance weekly. (Lord & Thomas *Newspaper Directory.*) It was absorbed by the *Columbian,* which was established soon after Statehood, on Friday, October 10, 1890. (*Newspaper MSS.* Letter 138.)

TELEGRAPH, see *Chronicle.*

## WAITSBURG, WALLA WALLA COUNTY.

ENTERPRISE, listed in 1890 as a Democratic weekly using patent insides. (Lord & Thomas *Newspaper Directory.*) It was absorbed by the Waitsburg *Times* about 1894. (*Newspaper MSS.* Letter 139. )

TIMES, established on March 11, 1878. On the urging of several public spirited citizens a public meeting was held and the Waitsburg Printing & Publishing Association was formed with a capital of $1250 in shares of $25 each. These shares were quickly sold and the newspaper was begun with B. K. Land as editor. It was not a financial success and the plant and the paper suspended issues for a few weeks. J. C. Swask obtained a lease, ran the paper for eight months and then sold the lease to C. W. Wheeler on August 20, 1881. In the following March, Mr. Wheeler bought the plant. In 1889, for a time the paper was issued as an evening daily. After December 28, 1889, the paper contiued as a weekly. The paper passed into the hands of Mr. Wheeler's son, E. L. Wheeler, in 1905. (*History of Southeastern Washington,* page 826.) The *Times* has absorbed three other Waitsburg papers—the *Enterprise* in 1894, the *Democratic Banner* in 1903 and the *Gazette* in 1909. In the office of publication, complete files are kept, back to 1883. (*Newspaper MSS.* Letter 139.)

## WALLA WALLA, WALLA WALLA COUNTY.

DAILY EVENTS, published in 1882 by A. H. Harris was one of the early ventures in daily papers at Walla Walla. (*History of Southeastern Washington,* page 825.)

JOURNAL, made its appearance as a daily in 1881, with A. H. Harris as publisher, but was evidently short lived. (*History of Southeastern Washington,* page 825.) The next attempt at a *Daily Journal* was on August 2, 1883, by Marion D. Egbert and Fred G. Reed. These publishers were persuaded to consolidate with the struggling *Watchman,* the firm name becoming Barbour, Egbert & Reed. The success was only temporary and the partnership was dissolved. Charles Besserer, who had published the *Spirit of the West* and changed its name to *Watchman,* had retired. He was appealed to "to take the elephant off their hands" and purchased the combined papers in 1888 and made a pronounced success. (Charles Prosch and Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* pages 29 and 81.) Ultimately the *Journal* became part of the *Union-Journal,* the hyphen and last part of the name being dropped about the time of Statehood.

MESSENGER, established in August, 1862, by R. B. Smith and Alonzo Leland. It did not long survive. (*History of Southeastern Washington,* page 825.)

NORTHERN LIGHT, Daniel Dodge planned to begin a publication in Seattle but moved across the Cascade Mountains and in September, 1861, attempted to establish the Northern Light. Had he succeeded his paper would have been the first one in Eastern Washington. "A canvass of the town of Walla Walla discouraged Mr. Dodge and the paper was never started." (*History of Southeastern Washington,* page 823.)

REAL ESTATE GAZETTE, the following notice of this paper appeared in the Seattle *Intelligencer* on August 10, 1869: "It is a small but well filled sheet, and contains considerable matter of an interesting nature."

SPIRIT OF THE WEST, established as a weekly in 1870, with J. W. Ragsdale as editor. It did not pay and changed hands several times until it was purchased in 1871 by Charles Besserer. He changed its name to *Watchman* and achieved a brilliant financial success. (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 39.) Another authority says the *Spirit of the West* was not started until 1872; that among the editors were Charles H. Humphries and L. K. Grim; and that Charles Besserer bought it in 1877. (*History of Southeastern Washington,* page 825.)

JOURNAL, made its appearance as a daily in 1888, with A. H. Harris as publisher, but was evidently short lived. (History of Southwestern Washington, page 825.) The next attempt at a Daily Journal was on August 2, 1893, by Marion D. Ogden and Fred C. Reed. Three publishers were persuaded to consolidate with the struggling Herald when the firm name became Ogden & Reed. The success was only temporary and the partnership was dissolved. Charles Besserer, who had purchased the Spirit of the West and changed [illegible] in Hoquiam and retired. He was appointed in [illegible] and made a [illegible] and purchased the combined papers in 1888 and made a pronounced success. (Charles Prosch and Ben [illegible] Washington Press Association Proceedings, 1897-1902, pages 80 and 81.) Ultimately the Journal became part of the Chronicle (Tacoma), the hyphen and last part of the name being dropped about the time of Statehood.

Messenger, established in August 1892, by [illegible] and Alonzo Leland. It did not long survive. (History of Southwestern Washington, page 825.)

Northern Light, Daniel Dodge planned to begin a publication in Seattle but moved across the Cascade Mountains and in September, 1891, attempted to establish the Fairview Light. That he succeeded his paper would have been the first one in Eastern Washington. "A canvass of the town in which Webb, editor and aged Mr. Dodge and the paper was next to [illegible]" (History of Southwestern Washington, page 825.)

Ledger, Estate Cameron, the following week [illegible] appeared in the Seattle Intelligencer on August 31, 1892. It is a small but well filled sheet, and contains some [illegible] an interesting nature."

Spirit of the West, established as a weekly in 1890, was several times used it was purchased in 1891 by Thomas Cameron. He changed its name to Northern and achieved a brilliant financial success. (Charles Prosch in Washington Press Association Proceedings, 1897-1902, page 20.) Another authority says the Spirit of the West was not started until 1892; that among the editors were Charles H. Humphries and L. K. Oliver; and that Charles Besserer bought it in 1892. (History of Southwestern Washington, page 825.)

STATESMAN, the first newspaper in Eastern Washington appeared in Walla Walla on November 29, 1861, under the name, *Washington Statesman.* There was a triangular sort of newspaper convergence on Walla Walla at that time. "Alexander Blakely, Esq., formerly of the Eugene City, (Ore.), *Herald,* has taken the material of that paper to Walla Walla where he proposes to commence the publication of a newspaper." (*Olympia Washington Standard,* October 26, 1861.) "William N. and R. B. Smith purchased a press from the *Oregon Statesman* for the purpose of starting a Walla Walla paper. Curiously enough N. Northrup and R. R. Rees purchased an old press from the *Oregonian* for the same object. Both outfits arrived unbeknown to the other. When they found out the situation they very wisely decided to combine." (W. D. Lyman, *History of Walla Walla County,* pages 227-231.) Clinton A. Snowden says the paper was inspired by the great growth of Walla Walla due to the gold rush into that region in 1860-1862. (*History of Washington,* Volume IV., page 77.) The *Washington Standard* at Olympia announced on November 9, 1861, that a letter had been received from Mr. Rees saying that Ray R. Rees and N. Northrup were about to issue the *Washington Statesman,* adding "Success to it." The same paper to December 21, 1861, acknowledged receipt of the new paper published by "Northrup, Rees & Co." *The History of Walla Walla County,* cited above, says that William N. Smith made a horseback tour through Umatilla and Walla Walla Counties and secured 200 subscriptions at $5 each. On November 10, 1865, William H. Newell became editor and publisher. During the Civil War the paper had been Union in sentiment. Editor Newell changed the name by dropping the word "Washington" and he also made the paper strongly Democratic. Charles Prosch says: "Mr. Newell made the *Statesman* a vehicle for very bitter and insane abuse of the Republican party and of every Union man of note who took part in the Rebellion; in other words he published a coppehead journal of the most virulent stamp, and one which would not have been tolerated in California or New York." (In *Washington Press Association Proceedings, 1887-1890,* page 39.) Nevertheless, Mr. Newell was a successful publisher and continued to edit the *Statesman* until his death, November 13, 1878. In 1869 he had ventured a tri-weekly issue for a short time and in October, 1878, he began a daily issue. After a brief suspension following Mr. Newell's death, the paper was purchased by Colonel Frank J. Parker, who continued the daily

for a short time. He then reverted to the weekly issue until February, 1880, when he revived the daily. He continued the paper in the Democratic column but was much less bitter than his predecessor. He was successful, set up the first steam power press in Walla Walla and remained in active control of his paper until June, 1900, when he retired. (*History of Southeastern Washington,* pages 823-824.)

SUNDAY EPIGRAM, established on May 27, 1883, by L. Frank Boyd. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 81.)

UNION, established on April 17, 1869. About thirty of the leading Republican citizens of Walla Walla County signed a joint note for $1500 with which to buy a plant. They wanted a newspaper to counteract the influence of the Democratic *Statesman.* J. D. Cook, E. C. Ross and P. B. Johnson were appointed a committee to conduct the paper. They hired H M Judson as editor Soon afterwards R. M. Smith and E. L. Herriff became the owners of the paper and they employed E. C. Ross as editor. In the spring of 1876, P. B. Johnson became the editor. Three years later he bought the interest of R. M. Smith and, in 1886, he also bought the interest of Mr. Herriff, thus becoming sole proprietor as well as editor. On October 10, 1881, Captain Johnson began publishing the *Daily Morning Union,* at the same time retaining the weekly edition. From the beginning the paper was staunchly Republican in politics. In 1890, Captain Johnson sold his interest to Charles Besserer, publisher of the *Journal,* and for a short time the paper was known as *Union-Journal.* (Charles Prosch, in *Washington Press Assoication Proceedings, 1887-1890,* page 38; *History of Southeastern Washington,* pages 824-825.)

WASHINGTON STATESMAN, see *Statesman.*

WASHINGTONIAN, established in 1882, edited by W. L. Black. (*History of Southeastern Washington,* page 825.)

WATCHMAN, Charles Prosch is quite explicit when he claims that it was in 1871 that Charles Besserer bought the *Spirit of the West* at a price much greater than its value when the paper was about to die. Mr. Prosch continues: "Within two years, under his judicious management, it returned him the sum paid for it, besides paying for a new office, new press, steam power, etc. In 1884, when he had accumulated $20,000 by means of

the paper, he sold out and retired from business. Meanwhile he had changed the name to Walla Walla *Watchman*, which name it bore when he disposed of his interest in it." (In *Washington Press Association Proceedings, 1887-1890*, page 39.) After Mr. Besserer sold the paper it began to lose ground, successive proprietors becoming ever more embarrassed. Finally it was merged with the *Journal* and Mr. Besserer was called back to the publication. See *Journal* and *Spirit of the West.* Mr. Besserer, a native of Germany, had come to this country at the age of eighteen years. He was a member of the Grand Army of the Republic. He died in Oakland, California, on February 2, 1912, at the age of seventy-four years. (Seattle *Times*, February 4, 1912.)

WALLULA, WALLA WALLA COUNTY.

HERALD, a weekly established on November 30, 1888, by R. Cummins & Sons. It was discontinued in 1889. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890*, page 86.)

WATERVILE, DOUGLAS COUNTY.

BIG BEND EMPIRE, an independent weekly established in January, 1888, by L. E. Kellogg. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890*, page 85.) The paper continued on into Statehood.

IMMIGRANT, established on April 21, 1889, by Jerry Numan. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890*, page 88.) In 1890, it was listed as a weekly, "immigrant paper using patent insides." (Lord & Thomas *Newspaper Directory.*)

WHATCOM*, WHATCOM COUNTY.

BELLINGHAM BAY MAIL, established in Whatcom on July 5, 1873, by James A. Power. "With the decline of the erstwhile city of Whatcom into a straggling village late in the seventies, Mr. Power decided to remove his paper to La Conner, then a growing town in a rapidly developing country. Accordingly the first week in September, 1879, the plant was transferred, and September 13th resumed publication under the name of *Puget Sound Mail.*" (*History of Skagit and Snohomish Counties*, page 427.)

*Name changed to Bellingham since Statehood.

the paper, he sold out and retired from business. Meanwhile he had changed the name to Walla Walla Statesman, which name it bore when he disposed of his interest in it." (In Washington Press Association Proceedings, 1887-1889, page 261. Also: Mc-Bride's Statesman Proceedings, 1887-1889, page 261.) Mr. Besserer sold the paper it began to lose ground, successive proprietors becoming ever more embarrassed. Finally it was merged with the Journal and Mr. Besserer was called back to the publication. See Journal and Sphinx of the Day. Mr. Besserer, a native of Germany, had come to this country at the age of eighteen years. He was a member of the Grand Army of the Republic. He died in Oakland, California, on January 5, 1913, at the age of seventy-four years. (Seattle Times, February 6, 1913.)

## WALLULA, WALLA WALLA COUNTY.

Herald, a weekly established on November 30, 1883, by R. Cummins & Sons. It was discontinued in 1885. (Edwin N. Fuller, in Washington Press Association Proceedings, 1887-1889, page 80.)

## WATERVILLE, DOUGLAS COUNTY.

Big Bend Empire, an independent weekly established in January, 1888, by I. E. Kellogg. (Edwin N. Fuller, in Washington Press Association Proceedings, 1887-1889, page 85.) The paper continued on into Statehood.

Interocean, established on April 21, 1889, by Jerry Dennis. (Edwin N. Fuller, in Washington Press Association Proceedings, 1887-1889, page 98.) In 1890, it was listed as a weekly "humanitarian paper using patent inside." (Rand & Thomas' Newspaper Directory.)

## WHATCOM*, WHATCOM COUNTY.

Bellingham Bay Mail, established in Whatcom on July 5, 1873 by James A. Tower. With the decline of the seaport city of Whatcom into a struggling village late in the seventies Mr. Tower decided to remove his paper to La Conner, then a growing town in a rapidly developing country. Accordingly the first week in September, 1879, the plant was transferred, and September 13th resumed publication under the name of Puget Sound Mail." (History of Skagit and Snohomish Counties, page 427.)

*Name changed to Bellingham Bay Mail.

BULLETIN, a daily established on March 18, 1889, by Spears & Anderson. (Edwin N. Fuller, *Washington Press Association Proceedings, 1887-1890,* page 87.)

NORTHERN LIGHT, established on July 1, 1858, by W. Bausman & Co. When the Fraser River gold rush was on, Whatcom became the principal outfitting point and jumped in population from 100 to 10,000 in four months. Many came from mining experiences in California, as was the case with the publishers of Whatcom's first paper. The little weekly was 16x20 inches in size and the subscription price was $7 a year. The town, largely in tents, collapsed in September "and the Northern Light went out." (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 29.)

REVEILLE, established on June 15, 1883, by Jenkins & Nicklin. It was the first paper to use a steam powered press in Whatcom County. As an independent Republican weekly, the paper was successful and continued into the period of Statehood. W. D. Jenkins sold his interest in 1887 or 1888. (Charles Prosch and Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* pages 30 and 80.)

WHATCOM COUNTY DEMOCRAT, established on September 7, 1887, by Charles Donovan in the name of the Democrat Publishing Company. In December, 1888, it was sold to J. M. Edson & Co. and moved to the adjacent town of Sehome. Mr. Conneli purchased a half interest in June, 1889, and changed the name to *Gazette.* See Sehome *Gazette.* (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 84.)

## WILBUR, LINCOLN COUNTY.

REGISTER, established on March 1, 1888, as an independent weekly. Files for all but one volume are in the office of publication. (H. Spinning in *Newspaper MSS.* Letter 148.)

## WINLOCK, LEWIS COUNTY.

PILOT, established in June, 1885, by Frank Owen and continued on into Statehood as an independent weekly. In March, 1908, Mr. Quillen changed the name to *News.* Partial files are saved in the office of publication. (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 43; O. L. Isbell, in *Newspaper MSS.* Letter 150.)

YAKIMA,* YAKIMA COUNTY.

SIGNAL, established on January 6, 1883, by J. M. Adams and Mrs. P. D. Adams, and moved to North Yakima in 1885. (Edwin N. Fuller, in *Washington Press Association Proceedings, 1887-1890,* page 81.) See North Yakima *Signal.*

WASHINGTON FARMER, established on September 20, 1884, by the Capital Publishing Company, Legh R. Freeman managing editor. The next year it joined the general railroad hegira to North Yakima. See North Yakima *Washington Farmer.* (Charles Prosch, in *Washington Press Association Proceedings, 1887-1890,* page 42.)

*In Territorial days, prior to the arrival of the Northern Pacific Railroad, there was a town thriving and possessed of newspapers, which was destined to severe reduction. Through a dispute over trackage facilities, the railroad officials moved most of the business houses and residences four miles up the valley and established what was known as North Yakima. Old Yakima declined and North Yakima enjoyed remarkable prosperity. The State Legislature in 1917 changed the name of old Yakima to Union Gap and permitted North Yakima to drop the word "North" on January 1, 1918. Since we are here dealing with Territorial newspapers, the entries are made under the old names of North Yakima and Yakima.

## YAKIMA,* YAKIMA COUNTY

Sunnal, established on January 6, 1888, by J. M. Adams and Mrs. P. D. Adams, and moved to North Yakima in 1885. (Edson N. Fuller, in Washington Pioneer Experience Era (Seattle, 1917), 1879, page 81.) See North Yakima Sunnal.

Washington Farmer, established on September 20, 1881, by the Capital Publishing Company, Lewis K. Stevens, president and editor. The next year it joined the Sunnal (Puget Sound Farmer) of North Yakima. See North Yakima Washington Farmer. (Les Prosch, in Washington Pioneer Experience (Seattle, 1917), 1879, page 42.)

# HALL'S VISIT TO OREGON IN 1839*

Mr. Edwin O. Hall and his fiancee, Miss Sarah Lyons Williams, were appointed assistant missionaries of the American Board of Commissioners of Foreign Missions by the Prudential Committee of the Board, in 1834.

In their minutes it is recorded:

"At the regular meeting of the Prudential Committee, held at the Missionary Rooms, on Tuesday afternoon, May 27, 1834, it was:

"Resolved that Mr. Edwin O. Hall of the city of New York be appointed an assistant missionary of the Board and designated to the Sandwich Islands, to be employed as a printer in connection with that mission.

"Resolved that Miss Williams, of the city of New York be appointed an assistant missionary of the Board, with the expectation of her being united in marriage with Mr. Edwin O. Hall, this day appointed to the Sandwich Island mission."

Embarking December 5, 1834, on the ship *Hellespont* with six other missionaries comprising the sixth reinforcement to the mission, after a voyage of six months, Mr. Hall and his bride reached Honolulu, June 6, 1835.

He at once took charge of the printing office in Honolulu, relieving Mr. Rogers, who was transferred to the branch printing office at the High School at Lahainaluna, Maui.

Mrs. Hall's health failed after a year or two, as she became afflicted with a serious spinal trouble, which prevented her from walking and kept her confined all day on her couch.

It was suggested by Dr. Judd and other physicians who had examined Mrs. Hall that a temporary sojourn in a colder climate would be beneficial to her health, and in 1839 an opportunity arose enabling her to pass a winter in Oregon Territory.

After the Oregon missionaries had found that their earliest ideas of instructing the Indians in the Gospel by teaching them English, without reducing their own language to writing, were not only impracticable but alsolutely impossible, they wrote to their brethren of the Sandwich Islands mission asking if it were not possible to have a second-hand printing press given to them. They also requested that someone whom they would send from Oregon might receive instruction in the art of printing, and print on their

*Reprinted from *The Friend*, of Honolulu, Hawaii, May, 1923. It tells the story of the first printing press brought into the Oregon country.—EDITOR.

own press a few small books from manuscript sent on for the purpose.

In reply to a communication from Mr. Spalding, the members of the Hawaiian mission at the delegate meeting of June, 1838, voted:

"That we comply with his request to print small books for the Nez Perces missions and also forward a few copies of scripture and other cuts; also a Ramage press and small font of types from Lahainaluna, at the discretion of the printer there."

They suggested that instead of having a man sent on from Oregon, one of their own assistants could more advantageously be sent to set up the printing station there and to teach those selected to do the printing for the Oregon mission. This offer was accepted at the next general meeting of the Oregon Mission.

It was finally decided that as the health of Mrs. Hall necessitated a visit to a colder climate, Mr. Hall could be spared for a year to perform the requested service for the Oregon brethren.

In a letter to the secretary of the A. B. C. F. M. dated Jan. 26, 1839, Mr. Hall writes:

"Mr. Spalding has sent me a small elementary book in the Nez Perces language in order that I could see the proportions of the various letters in putting up the type. He says also, that he shall this winter prepare some others, so that they will be ready for me to print when I arrive. I have accordingly put up our old fount of Pica and Long Primer English, and also the new fount of English, received within a year ago. The two former are nearly worn out; but the latter is almost new, but a small fount, being all contained in one case. This latter we can dispense with, with some inconvenience; and the two former are supplied with new founts recently received. The Press designed to be taken is only a small hand, card, press, which was a donation to this Mission, and came out with us in the Hellespont. I have had it put in order, by adding a frisket, points, etc, and hope to make it answer the purpose till the wants of those missions shall require greater facilities for the prosecution of that branch of labor. The type, also, will probably do till the language is so far reduced to system that the proper proportions can be sent for all of the letters. This will be done in the course of a year or two."

From Honolulu, Mr. Levi Chamberlain, the secular agent of the Hawaiian Mission, writes to the Rev. R. Anderson on February 11, 1839:

"The health of Mrs. Hall has been feeble for a long time. A voyage to the region of the Columbia River has been recommended as a measure promising benefit. An opportunity now offers of a passage to Vancouver in one of the Hudson Bay Company's vessels, and Mr. Hall has concluded to avail himself of it. He will take passage with his wife in the ship *Nereide* to sail in about a fortnight. We shall send by him about 50 reams of paper, a small assortment of types and a card press, being the one which was sent to this mission some years ago, and for which we have had no use.

"Mr. Hall will make himself useful to the Mission in the Oregon Territory in various ways, and by putting up this press and printing such little works as the means which we are able to furnish will admit. His passage and freight of goods will be $250 payable here. He will probably take charge of two or more natives of these islands who will go to assist the families of the missionaries in their domestic concerns. The persons in view are members of the Honolulu church, who in a certain sense devote themselves to the work of foreign missions, and will go with a design to help forward the cause. A man & his wife were sent last year, and we hear from them very pleasing accounts. We hope these who are expected to go now will prove to be equally devoted & useful."

Rev. Hiram Bingham had greatly interested his church, the Kawaiahao Church of Honolulu, in the matter of converting the Indians of Oregon, and the previous year it had made a small present to assist the missions there.

This year a subscription by the native women of the congregation was used to defray the expenses of sending Mr. Hall and the little press to Oregon.

In a letter written from Honolulu, April 19, 1839, he informs Mr. Anderson:

"The church & congregation of which I am pastor has recently sent a small but complete printing and Binding establishment by the Hand of Brother Hall, to the Oregon mission, which with other substantial supplies amount to 444,00 doll.—The press was a small Hand press presented to this mission but not in use. The expense of the press with one small font of type, was defrayed by about 50 native females including Kinau or Kaahumanu 2d. This was a very pleasing act of Charity. She gave 10 doll. for herself & 4 for her little daughter Victoria Kaahumanu 3d."

Leaving their little babe in the care of Mrs. Dimond, Mr. Hall and his wife left Honolulu March 2, 1839, arriving at Fort Vancouver, the Hudson Bay Company's principal post on the Columbia River, about April 10, 1839.

An express was sent to Dr. Whitman at Waiilatpu and to Mr. Spalding at Lapwai, Clear Water, that Mr. and Mrs. Hall, with F. Ermatinger as a guide, would leave Vancouver on April 13, with the hopes of reaching Fort Walla Walla, April 30.

Mr. Spalding, in a letter begun at Clear Water, March 5, 1839, informs Mr. Greene, the secretary of the A. B. C. F. M.:

"April 22.

"Since writing the above the Co.'s vessel has arrived from Honolulu bringing Mr. & Mrs. Hall with a press, small fonts of type, binding material and a quantity of paper, all of which I believe is a donation to this Mission from Rev. Mr. Bingham's church and congregation. Also a quantity of sugar, molasses and salt. Mr. Hall has come to this country on account of Mrs. H's health, and while he remains will put our press in operation and labor otherwise as he may find occasion.

"Fort Walla Walla, May 3, Mrs. S. & myself arrived here 30 ult. & Mr. & Mrs. Hall with the press, etc. safe 29. Hope to start tomorrow. Mrs. Hall in a canoe, effects on horses."

After a week's rest, leaving Fort Walla Walla, May 6, Mrs. Hall was poled up the Snake River in a canoe by three Indians with setting poles, the rest of the party riding on horseback along the water's edge, though sometimes obliged to make wide detours where impassable bluffs came down to the river. The navigation was not dangerous but tedious, as the distance to be travelled was about 150 miles. They camped together at night and took their meals night and morning in their tent.

After a journey of eight days, including one Sabbath when they rested, they reached Mr. Spalding's station at Lapwai or Clear Water, near the present city of Lewiston, Idaho, on May 14.

Mrs. Hall was stronger than when she left Oahu, though her spinal affection had not experienced any benefit from the change and voyage, as the constant motion of the ship, boat, and canoe could not have been expected to produce a favorable effect on a disease of that nature.

Arrived at Lapwai, Mr. Hall soon set up and printed on the little press a book of eight pages in an artificial alphabet which had been devised by Mr. Spalding, where the unneeded consonants were used to designate different vowel sounds.

This alphabet was soon found to be impracticable and impossible of use as no two missionaries would spell a word alike and often the same man would spell the same word differently.

The missionaries had been unable to agree on any improvement, but by Mr. Hall's judicious advice, the alphabet recommended by Pickering in his essay, "On a Uniform Orthography for Indian Languages," was adopted and the Nez Perces first book reprinted, this time enlarged to twenty pages. The title pages of the two books are nearly identical, a little wider spacing between some of the words alone showing that the type was reset.

A month after reaching Lapwai, Mr. Hall was called to attend at Waiilatpu the funeral of Dr. Whitman's only daughter, a child of but 2¼ years, who was drowned June 23 while attempting to get a drink from the river flowing near their house. She was interred June 29, the funeral being postponed to await the arrival of Messrs. Hall and Spalding.

The summer weather was extremely hot—much hotter than any they had experienced at the Islands—and Mrs. Hall continued confined to her couch, as for two years past, not able to sit up but for a few minutes at a time.

The annual meeting of the Oregon mission was held at Lapwai from September 2nd to the 5th, after which they accompanied Dr. and Mrs. Whitman to their station at Waiilatpu, about six miles from the present city of Walla Walla, Washington.

Dr. Whitman had previously made one journey to visit and prescribed for Mrs. Hall, though he writes that he was unable to do any thing for her affliction on account of her approaching confinement.

At Waiilatpu they had the pleasure of being waited on by two native Hawaiians, Iosepa Mahi and wife, from Mr. Bingham's Kawaiahao Church, who had come to Oregon the year previous to assist Dr. and Mrs. Whitman in their domestic concerns.

On the fifth of November, 1839, Mrs. Hall gave birth to a daughter, whom they named Caroline Alice, a healthy child, though weighing less than nine pounds when a month old.

An attempt was made to bring the press from Lapwai to Waiilatpu to accommodate Mr. Hall while printing the Nez Perces book, but on the first day of the journey the animal laden with it fell down a precipice. It was recovered not materially damaged, but was taken back to Mr. Spalding's. Mr. Hall was obliged to go on to Lapwai on January 20th to commence the

printing, but after printing three or four forms of an elementary book prepared by Messrs. Smith and Rogers at Kamiah, he hastened back to his wife and baby on January 28th, leaving Mr. Rogers to complete the printing of the book.

On February 29, they left Waiilatpu on their return to the Islands, Dr .Whitman accompanying them as far as Fort Walla Walla. They reached Fort Vancouver on March 6th, in three days from Fort Walla Walla.

Mr. Hall evinced great disappointment, in a letter he wrote to the Rev. Rufus Anderson from Fort Vancouver on March 16th, at the little printing he had been able to do for the Oregon Mission, as he had been led to believe that much more manuscript would be ready for him.

In fact, no more printing was done on the little press for nearly two years after Mr. Hall's return.

While waiting for an opportunity to take ship for Honolulu, they made a visit to the Methodist Mission at the falls of the Willamette, about two days distant in a canoe, to call upon Dr. and Mrs. White, who had spent several months in Honolulu on their voyage out to Oregon.

The account given of Mrs. Hall's call upon Mrs. White, the wife of the physician of the mission, in the book "Ten Years in Oregon, or the adventures of Dr. E. White and lady," is amusing, though not entirely accurate in all its details.

"Mr. E. O. Hall and lady also arrived, bringing with them a small printing press, a present from the Sandwich Islanders to the upper mission, and a man and woman who were very pious, and cheerful in rendering any service which they could do most usefully. Their principal object in visiting the Columbia river, was to seek the benefit of Mrs. H.'s health, which was very delicate. She had not for years been able to walk any distance. Mrs. White's impressions were very curious as she witnessed Mrs. Hall's singular entry into her house. Two Sandwich Islanders entered the house without speaking or knocking, bearing the sick lady in a mat litter, and deposited their burden unceremoniously in the middle of the floor, from which she arose as unconcernedly as though stepping from the little carriage in which the ladies of the islands are usually drawn by a single attendant. After some weeks had expired, as Mrs. Hall's health was much improved, and her husband had instructed the missionaries in the art of printing, they started for home, their departure much regretted by their entertainers."

Mr. and Mrs. Hall at length embarked on the barque *Columbia,* Capt. Charles Humphreys, on the 19th of May, though they did not finally get out of the river till June 3rd.

After a very quiet and pleasant passage of 21 days they arrived home on the 24th of June.

Mrs. Hall's general health was found to be considerably improved, but her local diseases were not materially benefited. Mr. Hall reported his own health as being as firm as for years past.

Some specie in Dr. Whitman's hands, amounting to $123, which to the great surprise of the Oregon missionaries had been utterly refused by the accountant of the Hudson Bay Co. at Fort Vancouver, was sent to the Islands by Mr. Hall to be placed to the credit of the Oregon mission on Mr. Chamberlain's books.

Iosepa Mahi, the Hawaiian, died during the summer following Mr. and Mrs. Hall's visit. He and his wife, Mrs. Maria Kewau Mahi, had been two of the charter members of the original Oregon Mission Church, being admitted by letter from the Kawaiahao Church at its organization on August 18, 1838.

Dr. Whitman, in reporting his death, thus eulogizes him:

"Before the Annual Meeting of the Mission Iosepa Mahi our Hawaian was sick, but recovering he & wife accompanyed us to the Meeting. After our return he appeared unusually well. We had done but little towards cutting our wheat when he was taken ill again but taking medicine soon recovered so as to be about quite well but did not go to work. From some cause perhaps eating unripe melons he was taken again with inflamation of the bowels, which proved rapid & incurable. He died August 8th leaving us to mourn a Brother & fellow labourer.

"His death was one of great peace & triumphant hope. After expressing his strong love, for missionaries & in particular to Mr Bingham Mrs Whitman & myself he said he came here to live & die for the good of the Indians, & it was good to *die here,* He wished to die no where else. He wanted this told to Mr Bingham, saying, 'He laboured with his hands to aid me while his heart went up to God.' He had become deeply interested in every thing that pertained to the instruction of the Indians & in all the concerns of the station. He was greatly beloved by all who knew him & his death leaves a blank in our family not easily filled. A wise Providence has ordered it & we feel to

acquiesce & say. 'The Lord gave & the Lord hath taken away Blseed be the name of the Lord'."

About a year after her husband's death, the Hawaian woman returned home when Mr. and Mrs. A. B. Smith left the Oregon Mission for the Sandwich Islands during the latter part of 1841.*

HOWARD MALCOLM BALLOU.

*By this article and a more extended one, illustrated with photographed pages from the early printing, which appeared in the *Quarterly of the Oregon Historical Society*, issues of March and June, 1922, Mr. Ballou has established the identity and record of the famous first printing press in the Pacific Northwest. The press remained at Lapwai until 1846, when it was sought to be used for printing a paper in Salem. Plans were interrupted after the press had been packed on horseback as far as The Dalles. There it remained until it was taken to the home of Rev. J. S. Griffin near Hillsboro, Oregon. It was there used to print eight numbers of the *Oregon American and Evangelical Unionist*. The press was not used after 1849, but was taken to Salem and deposited in the State Historical Rooms. Later the Oregon Historical Society obtained the precious relic and placed it in the Society's museum in Portland. There arose a claim that this old press was the same one that had made its way to Hawaii in the *Thaddeus* with the first missionaries in 1820. This claim was disputed by such Hawaiian authorities as George R. Carter and the late R. W. Andrews. Mr. Ballou has justified their denials and has proved that the very interesting Oregon press is not the original Hawaiian press.—EDITOR.

## DOCUMENTS

### The Nisqually Journal

[*Continued from Volume XIV, Page 234*]

[February, 1852]

[Ms. Page 38]

*Sunday 1st.* Forenoon cloudy. Afternoon commenced raining heavily & continued so all night. [Ms. Page 39]

*Monday 2nd.* Fine. Chaulifoux[1] making corn bin Tapou[2] & Keavhaccow[3] variously employed. Barnes,[4] Northover[5] & Fiandie[6] carting up goods from beach. Oxen out after Beef. 13 animals slaughtered. The "Susan Sturges" arrived and anchored off landing.[7]

*Tuesday 3rd.* Fine & pleasant. failed in the attempt at Cattle driving to day, got them as far as the hill head, where they took fright and dispersed in confusion. Another attempt to be made tomorrow. Captn. Huffington of the S. Sturges, purchased of the Coy. 40,000 Shingles at $4 pr. 1000. Got all the dry goods on board Steamer this afternoon. Chaulifoux repairing plain[8] Wagon. Barnes & Thornhill[9] & Kanakas[10] thrashing Peas. Northover & Fiandie carting up from beach. four oxen hauling firewood. A brisk trade in Sale Shop[11] to day.

Monday last W. F. Tolmie[12] on signing a Custom house paper preparatory to landing 306 lbs leaf Tobacco part of the Steamers trade goods, made a note on said paper of which the following is a copy. Said leaf Tobacco having been seized on board said Steamer Beaver by S. P. Moses, Esqre. Collector of Customs, along with other goods used on the N. W. Coast of America, north of Lat. '49[13] in the Indian trade and which had inadvertently been retained on board the Steamer by Captn. Stuart,[14]

1 A servant. 2 A servant. 3 A servant.
4 A servant. 5 A servant. 6 A servant.
7 Nisqually landing.
8 That is, the wagon used on Nisqually plains.
9 A servant.
10 Hawaiians. A number of these people were in the employ of the Company as servants. The reference here is probably to Cowie, Keavhaccow and Tapou.
11 Fort Nisqually since about 1840 had been under a dual management of the Puget's Sound Agricultural Company and the Hudson's Bay Company. The Sale Shop was operated by the latter.
12 William Fraser Tolmie, chief trader for the Hudson's Bay Company and superintendent of the Puget's Sound Agricultural Company. He is in charge of Fort Nisqually.
13 That is, north of the boundary line.
14 Captain Charles Edward Stuart.

when directed to proceed from port Victoria[15] to Nisqually with the Mary Dare" in tow—All said goods have been refused in bond, and the leaf Tobacco excepted are now on board the Steamer for exportation. [Ms. Page 40]

*Thursday 4th.* Succeeded in driving Cattle. Twenty four head shipped on board Steamer. Chaulifoux jobbing about Fort. Kanakas & Indians splitting fence rails, remaining hands shipping Cattle.

*Thursday* [*Wednesday*] *5th.* Fine & Calm. finished loading "Beaver" & commenced at "Mary Dare." All hands employed loading 59 Qtrs Beef shipped on board "Mary Dare for consumption at Victoria.

*Friday 6th.* Fine. Forty-seven head of horned Cattle on board the Steamer & 30 head on board "Mary Dare" besides several Horses and above 70 Sheep—they left the Nisqually anchorage ground late in the Evening, Mr. Work[17] and family going as passengers. Mrs. Ross[18] also has gone in "Mary Dare" as passenger. She intends residing at Victoria—a letter arrived this Evening from Collector Moses requiring that the trade goods should be left on shore, although previously a clear & distinct understanding existed between Dr. Tolmie & Mr. Moses that they should be sent out of the Country. the goods were landed before the Steamer departed. last Monday a grand meeting was held at Steilacoom to talk over the conduct of Mr. Moses in the late seizure affair, it was unanimously agreed that Mr. Moses had done his duty and deserved the thanks of his fellow citizens, but that certain other public officers had been bribed, alluding to Judge Strong.[19] They were also very fierce against the Co$^{y}$. Messrs. Blach,[20] Hall,[21] Bradley[22] & Chambers[23] in particular, talked of confining

15 Fort Victoria, Vancouver Island, around which was built the present city of the same name. It is now the headquarters of the Columbia Department of the Hudson's Bay Company having superseded Fort Vancouver on the Columbia which by the treaty of 1846 was placed on American soil.

16 For an account of the seizure of the *Beaver* and *Mary Dare* by American customs officials see entries for November 27, 1851 and following, reprinted in the April and July (1923) numbers of this *Quarterly*.

17 John Work, chief factor for the Hudson's Bay Co.

18 Her full name has not been ascertained. In the account books of the Company she is listed as "Madam Ross." She is probably a relation to the three Ross employes—John, Charles and Walter.

19 Judge William Strong.

20 Lafayette Balch, proprietor of the new town of Steilacoom. It was but natural that he should wish to confine the company to limits of one square mile since his own townsite was upon land claimed by the company.

21 Identity not ascertained.

22 John Bradley.

23 Thomas Milton Chambers.

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20 Lafayette Balch, proprietor of the new town of Steilacoom. It was but natural that he should wish to confine the company to limits of one square mile since his own townsite was upon land claimed by the company.

21 Identity not ascertained.

22 John Bradley.

23 Thomas Milton Chambers.

the Compy. within the limits of one square mile[24] & destroying all the cattle they found without the prescribed mile—&c &c &c [Ms. Page 41]

*Saturday 7th.* Fine. Hands variously employed. Oxen carting up Steamers trade goods from Store on beach.

*Sunday 8th.* Strong gale from the S.E. Evening commenced raining. one of the working oxen found dead.

*Monday 9th.* Fine. Chaulifoux jobbing about Fort. Cowie, Keavhaccow, Squally[25] & Gohome,[26] splitting fence rails. Barnes, Thornhill & Tapou in garden. McPhail[27] & Indian gang removing potatoes from pits to cellar. Oxen hauling firewood. three ploughs at work.

*Tuesday 10th.* Fine. Chaulifoux, Cowie, Keavhaccow, Squally & Gohome off to the Squally[28] River to split cedar boards. A gang of Indians taken on. Commenced clearing in Swamp. Tapou grinding axes. Oxen hauling firewood A band of Snoqualmies[29] trading. traded[30] 50 Beaver Skins also several Mats.

*Wednesday 11th.* dull Gloomy Weather. McPhail with Indian gang clearing in Swamp. Barnes, Northover & Fiandie out without leave, drinking &c. Thornhill delving in garden. Oxen hauling firewood. Rabasca[31] off with an express for Fort Vancouver.[32] traded 10 Beaver.

*Thursday 12th.* Fine. hands employed as yesterday. Oxen off to Montgomery's[33] to be in readiness for tomorrows killing. The U. S. S. of War "Vincennes" is now lying at anchor at the landing. Received [a visit] from the Captain (Hudson) and officers. [Ms. Page 42]

*Friday 13th.* Fine clear Weather. Indian gang clearing in Swamp. Tapou & Barnes delving in garden. Two Horse Carts employed

24 According to the Oregon land act commonly known as the "Donation Law" settlers were permitted to make entries of one full section, or square mile of land. The Company at this time claimed all of what is now Pierce and part of Thurston counties. Some time previous the settlers about Olympia forced the Company into an agreement to withdraw its cattle from the right bank of the Nisqually River. Now the residents of Steilacoom are trying to force the Company to withdraw from its northern confines so that the rich areas of Steilacoom, Tlithlow, Sastuc may be open to entry by Americans.

25 An Indian employee or servant.

26 A servant.

27 John McPhail, a servant.

28 Nisqually River.

29 A Salish division which formerly occupied the upper branches of a river of the same name in Washington and which numbered 225 in 1857. The remnant of these Indians is now on Tulalip reservation, with other broken tribes.—*Handbook of American Indians.*

30 According to the Indian Act of 1834 (*4 U. S. Statutes at Large*, 727), it was illegal for an alien to trade with an Indian.

31 A servant.

32 See note 15.

33 John Montgomery, a servant.

the Company, within the limits of one square mile,[29] & destroying all the cattle they found without the prescribed mile. &c &c
[Ms. Page 41]

Saturday 7th. Fine. Hands variously employed. Two Carting up Steamers Trade goods from town up creek.

Sunday 8th. Strong gale from the S.W. Morning commenced raining. one of the working oxen found dead

Monday 9th. Fine. Chauffeurs [illegible] about Posts. Cowan, Keavlaccow, Spaully[30] & Osborne[31] splitting rails. Harvey, Thornhill & Tapps in garden. McPhail[32] & Indian gang digging potatoes from pits to cellar. Wagon hauling firewood. & ox plowing at work.

Tuesday 10th. Fine. Chauffeurs, Cowie, Keavlaccow, Spaully & Osborne off to the Spaully.[33] River to split up Lar Logs. A gang of Indians taken on. Commenced clearing in Swamp. Tapps pon grinding axes. Oxen hauling firewood. A load of Draped mice[34] trading. traded[35] 50 Beaves Skins also several Furs.

Wednesday 11th. dull Gloomy Weather. McPhail with Indian gang clearing in Swamp. Barnes, Northover & Hands on chipout leave, dividing &c. Thornhill delving in garden. Oxen hauling firewood. Kalusca[36] off with an express to Fort Vancouver,[37] traded 10 Beaves.

Thursday 12th. Fine. hands employed as yesterday. Team off to Montgomery's[38] to be in readiness for moon rise fishing. The U. S. S. of War "Vincenne" is now lying at anchor in the Sandling. Received a visit from the Captain Officers and [illegible]
[Ms. Page 42]

Friday 13th. Fine clear Weather. Indians [illegible] Swamp. Tapps & Barnes delving in garden. Two Horse Oxen employed

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29 According to the Oregon Land act passed about the 1st [illegible] Each settler was permitted to mark out on the 640 acres of the D.L. claim. The Company at this time claimed all of what is now Pierce and part of Thurston County. Since this previous the settlers about Olympia forced the Company into an arrangement whereby the cattle [illegible] the right bank of the Deschutes River. Now the Company are trying to have the Congress to withdraw [illegible] of Steilacoom, Tumbler Station may be open to entry to Americans.

30 An Indian employee or servant.
31 A servant.
32 John McPhail, a servant.
33 Nisqually River.
34 A native Oregon white Canary occupied the same location as a fire in the same area in Tumwater and which employed 223 in 1847. The meaning of these Indians is now in Seattle Territory, with other [illegible] and a Reserve [illegible].
35 According to the Indian Act of 1876 it was illegal for an alien to trade with an Indian.
36 A servant.
37 See note 13.
38 John Montgomery, a servant.

carting down 150 Bush. Potatoes to the "Vincennes" price 60 cents per Bush. Dr. Tolmie accompanied by Captn. Hudson sett off pr Canoe for Olympia. Two ploughs at work.

*Saturday 14th.* Fine beautiful weather. hands employed as yesterday.

*Sunday 15th.* Fine. Dr. Tolmie returned from Olympia, returning from thence Dr. T. met the "Mary Dare" who was on her way from Victoria to clear at Olympia she has brought a small consignment for this place.

*Monday 16th.* Chaulifoux, Keavhaccow, Tapou & Squally preparing cedar boards. Barnes making ready for treading out Oats. Mr. Dean[34] in, superintending the dipping of a band of Wedder Lambs in Tobacco water. Oxen employed carting up and down to Store on beach. Fiandie sent to plough at Tlithlow[35]. sold nine live Hogs to the purser of the Vincennes for 10 cents per pound. A Visit from Captn. Hudson & several officers of the "Vincennes." Dr. Tolmie left again for Olympia. Canoe arrived from Victoria bringing a packet. [Ms. Page 43]

*Tuesday 17th.* Gloomy & Showery. Cowie repairing horse cart. Barnes & Thornhill thrashing Peas. McPhail & gang clearing in Swamp. The "Vincennes" sailed this morning. Evening arrived Dr. Tolmie from Olympia.

*Wednesday 18th.* Fine. Barnes & Thornhill attending Horses thrashing (treading) Wheat. McPhail & gang clearing in Swamp. Oxen out after Beef five animals slaughtered. Myself[36] rode out to Balch's and settled an account against him. "Mary Dare" arrived and anchored at landing.

*Thursday 19th.* Fine. Wind from the North. Barnes & four Indians unloading "Mary Dare." Commenced sowing Oats, 16 Bush sown by Northover. McPhail & gang sorting Potatoes. Forty Bush sent in from Tlithlow. Recd. an order from Balch & Coy. for 1200 pounds of Beef and several other articles. Dr. Tolmie accompanied by Captn. Mouat[37] rode out to Tlithlow

34 Thomas Dean, foreman, in charge of Tlithlow, a station near Stellacoom.

35 A company station near Stellacoom, originally settled by the Red River immigrants of Canada in 1841. After their departure in 1842 the place was taken over by the Company and shortly afterwards a Mr. Heath, from England, settled thereon. From this circumstance it is mentioned in the Journal as "Heath's." After his death Mr. Walter Ross, clerk, was sent there to reside and to take charge of all operations on the plains. It is frequently mentioned as "Ross's," "Walter's," and "Ross Ville." A journal kept there has been preserved.

36 Edward Huggins, clerk, and keeper of the *Journal*.

37 William Alexander Mouat. He is to take the "Mary Dare" to England.

Collector Moses met Dr. Tolmie on board the "Mary Dare" to day, and drew out a form of affidavit to be sworn and subscribed at Victoria, regarding the Flour & X. P. Ploughs recently imported by the "Mary Dare"—he having written Mr. T. the 17th Inst. objecting to the affidavit there [anent?] already presented, chiefly for the reason that they had not been signed by the affiants, or persons, certified by the S. P. at Victoria, as having made oath on the subject. [Ms. Page 44]

*Friday 20th.* Fine Noon Misty. Clear the remainder of day. Failed in the attempt to drive Cattle for "Mary Dare." Thornhill sent with a Canoe load of Beef &c to Balch & Coy. Recd. an order from Messrs. Balch & Palmer[38] for 25 Barrels of Flour at $16.00 per Barrel. McPhail & gang clearing in Swamp. Two Am vessels are now fitting up for Queen Charlottes Island,[39] one belonging to Captn. Balch[40] & one to Mr. Hancock.[41]

*Saturday 21st.* Fine. Chaulifoux, Cowie & Keavhaccow placing the newly split cedar planking in Store at beach. Dr. Tolmie accompanied by Captn. Mouat rode out to Steilacoom and recd. payment from Balch & Coy. for the goods supplied him latterly. Oxen out after Beef, 7 animals slaughtered.

*Sunday 22nd.* Fine.

*Monday 23rd.* Fine. A gale of Wind from the South East. Failed again in attempt at cattle driving. Chaulifoux & gang putting up a partition in one end of Store at beach for a dwelling house for Mr. Miller[42] the Surveyor of Customs. Horse Cart bringing home firewood. Five Beeves received from the Plains. McPhail & Indian gang clearing in Swamp. Canoe arrived from Victoria with the Yearly accounts, returned again for Victoria this evening. [Ms. Page 45]

*Tuesday 24th.* Cold a fine breeze from the S. E. All hands employed loading "Mary Dare." 781 Ewes on board by 4 P. M. at 5 She set sail with a fine fair wind.

*Wednesday 25th.* Showery dull weather. Barnes attending Horses treading out Wheat. Chaulifoux & Cowie stocking a plough.

38 His full name has not been ascertained.
39 To take part in the gold rush to that place.
40 The *Demariscove*. See entry for *Friday 27th*.
41 Samuel Hancock, a settler (?) of 1847 at Tumwater, and 1853 at Coupeville. At this time he is a rolling stone and identified for the time being at Neah Bay, where he has a trading store. Hancock, in his manuscript, "Thirteen Years' Residence in Washington Territory," does not mention the incident recorded in the *Journal*. Nor does he claim an interest in the *Franklin*, which is the other ship mentioned. Possibly he was acting as agent.
42 Winlock W. Miller.

Keavhacco, Tapou & Squally removing old cow sheds & park to a more convenient situation. Thornhill installed in Kitchen in place of Sales who wishes to work for a time about the Farm. Mr. Palmer up complaining that the greater part of the 25 Barrels of Flour they purchased a few days ago has turned out Sour & unfit for use. Dr. Tolmie gave him an order for exchange at Victoria. Oxen carrying fodder from Barn to Stable & bringing home firewood. Palmer informed Dr. Tolmie that some time ago four or five of our English laborers offered to accompany Captn. Balch in his gold expedition to Queen Charlottes Island. Balch refused to take them.

*Thursday 26th.* Fine. 14 Bush Oats sown. Chaulifoux fitting an Axle to a pair of Cart Wheels. Keavhaccow & Cowie making Stirrups from hard wood. Gang clearing in Swamp. Sent 800 pounds fresh beef to Balch & Palmer. Oxen employed hauling firewood. [Ms. Page 46]

*Friday 27th.* Cold all day. Commenced Snowing in the Evening. Chaulifoux making a pair of Window Sashes for room in Store at beach. Cowie, Keavhaccow & Squally Stocking ploughs. McPhail & gang clearing in Swamp. Oxen hauling firewood. A Wagon load of Potatoes from Tlithlow served out the plain rations. Several of the English Laborers have been asking Dr. Tolmie for an increase of Wages. Dr. Tolmie reasoned with them that if they attended strictly to their several duties they should have an advance of wages but certainly not otherwise. Balch's Schooner the "George Emory" is reported to have arrived at Steilacoom from California. The Gold Ship "Damarascove" sailed today for Queen Charlottes Island.[43]

*Saturday 28th.* Very Cold. Six inches of Snow on the ground. Hands variously employed.

*Sunday 29th.* Cold. Gale of wind from the Northwest. had the band of tame cows driven in & some Straw given to them. Mr. Dean in, reports a great mortality among the Wed Lambs 400 having died within the last 3 Months principaly Sheep under A Beinston's[44] charge have suffered most. [Ms. Page 47]

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43 *Demariscove.* Practically all histories of Washington contain an account of this expedition.

44 Adam Beinston, a servant.

[March, 1852]

*Monday 1st.* above 12 inches of Snow on the ground this morning. Commenced freezing hard in the Evening. Barnes, Sales & Indian gang thrashing out oats in Barn. Kanakas making Stirrups. Chaulifoux making Sashes. Oxen out after Beef, 3 killed. Horse Cart bringing home firewood. Northover sent out to replace A. Beinston in the charge of the Station at Sastuc,[45] Beinston term of Engagement being on the eve of expiring. Northovers Wages are raised to £22 per annum.

*Tuesday 2nd.* More Snow. Very Cold. Hands employed as yesterday. Tapou and S. Hatal left this afternoon for Fort Vancouver with the yearly accounts. Wagon sent out with a load of fodder to Tlithlow as food for Sheep being impossible for the Sheep to get any grass on account of the great depth of the Snow. Horse Cart instead of returning here from Steilacoom is to go to Tlithlow & be employed tomorrow carting out fodder for the Sheep.

*Wednesday 3rd.* Still Frosty. Dr. Tolmie rode out and visited the Sheep in the plain. found Adam Beinstons Sheep in a most deplorable condition. Above 60 Lambs have died since the cold weather has commenced. Chaulifoux and Kanakas making Window Sashes. Barnes, Sales & Indian gang thrashing out Peas. Oxen carting firewood. Horse Cart carrying Straw from Barn to Stable. [Ms. Page 48]

*Thursday 4th.* Snow Still continues on the ground to the depth of 8 inches. Barnes finished thrashing & Winnowing Oats. 120 Bush. cleaned making Total of 385 Bushels thrashed out, about one half of Crop, half having been fed off in the Straw. Indian gang thrashing Peas. Chaulifoux at Sashes. Cowie and Keavhaccow commenced making an ox rack on one side of Stable. The "Alice" Captn. Cooper's has arrived from Victoria come for cattle for Dr. Kennedy settler at Victoria. An American Schooner called the "Harriett" Captn. Given is now at anchor at landing, she set sail about two months ago from the Columbia River to California, but experienced very bad Weather which drove them up Northward as far as 52½ lat. and after knocking about thus for some weeks at length found their way into the Straits. One

45 A station on the plains, probably near Steilacoom.

[March, 1832]

*Monday 1st.* above 12 inches of Snow on the ground this morning. Commenced freezing hard in the Evening. Barnes, Sales & Indian gang thrashing out oats in Barn. Kanakas raking Stirrups. Chaulifoux making Sashes. Oxen out after Beef, 3 killed. Horse Cart bringing home firewood. Northover [illegible] to replace A. Beinston in the charge of the Station at [illegible] Beinston term of Engagement being [illegible] Northovers Wages are raised to £22 per annum.

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*Wednesday 3rd.* Still Frosty. Dr. Tolmie rode [illegible] the Sheep in the plain, found Adam Beinstons Sheep in [illegible] deplorable condition. Above 6' Lambs have died since the [illegible] weather has commenced. Chaulifoux and Kanakas [illegible] dow Sashes. Barnes, Sales & Indian gang [illegible] Oxen carting firewood. Horse Cart carrying Straw from [illegible] to Stable. [Mt. Page 48]

*Thursday 4th.* Snow Still continues on the ground in [illegible] depth of 8 inches. Barnes finished thrashing & Winnowing Oats. [illegible] Bush, cleaned making Total of 185 Bushels thrashed out [illegible] one half of Crop, half having been fed off in the Straw. [illegible] gang thrashing Peas. Chaulifoux at [illegible] Cowie and [illegible] haccow commenced making an ox rack on one side of Stable. The "Alice" Captn. Cooper's has arrived from Victoria, came for cattle for Dr. Kennedy settler at Victoria. An American Schooner called the "Harriett" Captn. Given is now at anchor at [illegible], she set sail about two months ago from the Columbia River to California, but experienced very bad Weather which drove them up Northward as far as 52½ [illegible] after knocking about [illegible] for some weeks at length found their way into the Straits. One

45 A station on the plains, probably near Stellaroon.

of the Shooting[46] Horses named Kanboo died in the Stable to day opened him, found his inside full of Worms. Oxen sent out to Tlithlow for a load of Potatoes. Horse Cart carrying firewood. Dr. Tolmie rode out to Muck. Rabasca[47] returned from Vancouver, has brought a few articles also a packet of Letters.

*Friday 5th.* Rain. Snow disappearing fast. Hands employed The same as yesterday. 44 B. Potatoes in from the plains. A visit from Captains Bachelder & Wilson of Fort Steilacoom. [Ms. Page 49]

*Saturday* [*6th.*] Snow disappearing. Chaulifoux confined to his house Sick. Cowie & Keavhaccow making ox rack. McPhail & gang thrashing Peas. Barnes winnowing Peas. Sales cleaning out Stables. Oxen employed hauling Beef down to landing purchased by Captn. Given of the "Harriett."

*Sunday 7th.* Fine pleasant Weather.

*Monday 8th.* Fine. Snow entirely disappeared. Failed in driving Cattle for the "Alice." Chaulifoux repairing plain cart. The Kanaka Keavhaccow has left off working for the Compy. and has engaged with old Chambers.[48] Cowie getting drunk. Barnes cleaning out Store at beach. McPhail & gang variously employed. Oxen carting up goods from beach. Horse & cart bringing home firewood. 12 Bush Oats sown to day, 3 Harrows at work, plain wagon in with 40 Bushls. Potatoes. Received an order from Mr. Palmer of Port Steilacoom for $600.00 worth of goods, he is to have them at 20 pr. cent discount.

*Tuesday 9th.* Fine. Could not succeed in parking sufficient cattle for a cargo for Captn. Cooper, gave him a cargo of Sheep (Ewe Lambs) at 62½ cents pr Sheep. The "Alice" set sail this evening about 9 o'clock. Chaulifoux variously employed. Cowie & Gohome at ox rack. 12 Bushls. Oats sown, 4 Harrows at work. Oxen carting up goods from beach. [Ms. Page 50]

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46 A horse used for hunting the wild cattle on the plains. Says Clarence B. Bagley: "The cattle, during the later years of the occupation by the Company, became very wild, and were shot by its employees, by the settlers, and by the Indians, so that it became almost impossible to handle them. In fact many of them became as wild as deer, and it took a skillful hunter to get a shot at them. They would hide in the woods in the daytime, and come out cautiously at night to feed on the bright prairies, and it became the custom to hunt at times of bright moonlight."

47 A servant.

48 Thomas M. Chambers.

## BOOK REVIEWS

*The Journal of John Work, A Chief-trader of the Hudson's Bay Company.* Edited by WILLIAM S. LEWIS and PAUL C. PHILLIPS. (Cleveland: The Arthur H. Clark Company, 1923. Pp. 209. $6.00 net.)

Collectors of Northwest Americana will note that this book is limited to an edition of 1,000 copies printed direct from type and the type distributed.

The editors have given a vast amount of effort to make an accurate transcript of the original manuscript and to identify the regions traversed, in terms of present day geography. In this connection they acknowledge assistance from such local authorities as T. C. Elliott, of Walla Walla, Washington; John E. Rees, of Salmon, Idaho; Miss Jean Bishop, of Dillon, Montana; and Miss Hazel Herman, of the State University of Montana.

The ground covered in the journal reproduced is thus described in the publisher's announcement: "At the direction of Dr. John McLoughlin, Chief Factor of the Hudson's Bay Company interests in the Pacific Northwest, John Work started from Fort Vancouver in August, 1831, and followed up the Columbia to Walla Walla. From there he crossed over to Snake River and followed the Lolo trail once traversed by Lewis and Clark through Lolo Pass into what is now Montana. He then began his hunting and trading along Clark's Fork, the Blackfoot, and back to Clark's Fork across to the Beaverhead country and thence across the mountains into the region now included in the State of Idaho. He then explored all the great rivers of southern and southeastern Idaho and returned to Fort Vancouver in July, 1832."

Abundant footnotes, signed by the initials of their authors, give a fine sense of scholarly devotion on the part of the editors. A helpful essay on "The Fur Trade in the Northwest" occupies pages 15 to 53. It is signed by the initials of Professor Phillips. An unsigned chapter, covering pages 55 to 69, is entitled "Life of John Work." The great trader and explorer richly deserves this biographical attention and many will be delighted to have the record in this permanent form.

An appendix contains two letters by John Work, a list of twenty-three such letters and a brief bibliography of the fur

trade in the Northwest. A photograph of John Work is used as frontispiece. The book has four other illustrations and a map showing the route of the journey here recorded. A copious index adds much to the value of the book.

Readers of the *Washington Historical Quarterly* and of the *Quarterly of the Oregon Historical Society* are aware of other journals of other trips by John Work. Each publication has contained a number of such journals edited by T. C. Elliott and one portion edited by William S. Lewis and Jacob A. Meyers. Some of these are cited in footnotes in the present volume. The one complete journal here reproduced gives the book unity and affords the opportunity for gathering the supplemental chapters, a combination which will provide for the volume a choice place in all collections of Northwest Americana.

EDMOND S. MEANY.

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*Origin of Washington Geographic Names.* By EDMOND S. MEANY. (Seattle: University of Washington Press, 1923. Pp. 357.)

This book has been published as a series of articles in the *Washington Historical Quarterly* beginning in October, 1917. Criticisms were invited and such as were received were incorporated in this reprinted volume. The edition in book form comprises only 250 copies intended for the libraries that may need a reference work of this nature. The origins of 2042 names are recorded. There are also 771 cross-references to facilitate the tracing of obsolete names. An analysis of the names recorded shows that they were conferred as follows: for individual persons, 824; for physical features (such as Mound Prairie), 399; Indian names, 386; for other towns or countries, 191; for crops, plants, animals, etc., 115; freak names (such as Hogum, Hungry Harbor, Hellgate and Pandora), 65; Spanish names, 33; for American ships, 17; for British ships, 6; Biblical names, 6.

In the preparation of the work, all known sources were consulted, such as maps, charts, diaries, books of travel, histories, newspapers and pamphlets. Thousands of letters were written and many personal interviews were held with pioneers. Great effort was made toward completeness but that is impossible in a

growing commonwealth. New names arise from day to day. Since the book was published, Congressman Albert Johnson has told of a recent experience. He is often requested to secure new postoffices and, of course, the Post Office Department requires a name that will not duplicate another or work confusion in the handling of mail. One day while in need of a name without delay, Mr. Johnson threw open the Dictionary. The first word encountered was "Mongoose." There was no postoffice by that name and he at once chose it for a new postoffice in the State of Washington. This chance anecdote may help some future compiler of Washington's geographic names.

Library officials and others who wish to secure copies of this book should place their orders with the University of Washington Press, Seattle.

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*Minnesota in the Spanish-American War and the Philippine Insurrection.* By FRANKLIN F. HOLBROOK. (Saint Paul: Minnesota War Records Commission, 1923. Pp. 675.)

The Commission issuing this large volume consists of four ex-officio members selected from the offices they hold in the State—Adjutant General of Minnesota, President of the Minnesota Historical Society, Chairman of the Department of History in the University of Minnesota and State Commissioner of Education. There are also five members appointed by the Governor, who used equally good judgment in his selections. The author of the present book is Secretary and Director of the Commission. In the whole enterprise there is abundant evidence of sincerity of purpose and efficiency in workmanship. The first 133 pages are devoted to history and the balance to a roster of Minnesotans in the service from April 21, 1898 to July 4, 1902. The names of each officer and man in every regiment are arranged alphabetically. That seems simple but it only begins to tell the story. After each name is a paragraph, closely condensed and using terse abbreviations, in which is recorded every man's military record in the wars specified. The vast and painstaking labor is justified for the record is now complete. It may be that other States will find this volume a model when they compile the records of their soldiers and sailors in the public service.

*Bureau of American Ethnology. Thirty-seventh Annual Report, 1915-1916.* (Washington: Government Printing Office, 1923. Pp. 560.)

Beginning at page 33 is the "Accompanying Paper carrying the scientific work in this valuable volume. It is entitled "The Winnebago Tribe" and is by Paul Radin. The work deals with history, archeology, ethnology and philology. It is scholarly and thorough. The book contains 58 plates and 38 text figures. It is a worthy companion of the long series issued by the Bureau of American Ethnology.

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*Buffalo Historical Society, Publications of, Volume XXVI.,. Recalling Pioneer Days.* (Edited by FRANK H. SEVERANCE. (Buffalo, N. Y.: The Society, 1922. Pp. 473.)

Any historical society will appreciate this first paragraph from the book's preface:

"Most of the material presented to our readers in this volume relates to the beginnings of Buffalo and neighboring region. It is a collection of miscellany, both narrative and documentary, bearing on one phase or another of the work of the Holland Land Company, the personality of those engaged in it, the founding of the present city of Buffalo, and various aspects and conditions of its pioneer days. Much of this miscellany is drawn from the manuscript collections of the Society."

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*Kentucky State Historical Society, Register, September, 1923.* Edited by H. V. MCCHESNEY and MRS. JOUETT TAYLOR CANNON. (Frankfort: The Society, 1923. Pp. 175-291.)

This is number 63 of Volume XXI., of the Society's publications and is wholly devoted to the "Certificate Book of the Virginia Land Commission, 1779-1780," a continuation of the same work in a former number. The entire work will prove valuable material in detailed studies of one of the beginnings of the westward movement in America.

## NEWS DEPARTMENT

### *President Harding in Seattle*

The last public address delivered by President Warren G. Harding during his long journey through the United States was in Seattle on the afternoon of Friday, July 27, 1923. The address was devoted to Alaska, from which great Territory he had just returned. That occasion and the address have become important items in the history of the Northwest. On the journey from Seattle to San Francisco, the President became ill and on the evening of Thursday, August 2, he died at the Palace Hotel in San Francisco.

The news of that tragic event so overwhelmed the Nation, that little attention was given to one of the minor events of his visit to Seattle which really had peculiar significance in the history of the Pacific Coast. Roy O. Hadley, formerly Secretary of the Seattle Chamber of Commerce, conceived the idea that, as a President of the United States was visiting Alaska for the first time in history, it would be most appropriate to add an inscription to Seattle's statue of William H. Seward.

Mr. Hadley thought that portions of Seward's prophetic speech about the Pacific, delivered in the United States Senate on July 29, 1852, would be especially appropriate. He secured the cooperation of the Seattle Park Board, custodians of the statue and of Judge Thomas Burke and Professor Edmond S. Meany, Chairman and Secretary, respectively, of the original Seward Statue Committee. To secure an international Pacific flavor, help was also obtained from the China Club of Seattle, through its Secretary, J. C. Herbsman. The sculptor, James A. Wehn, put aside all other work to hastily prepare two beautiful bronze tablets and have them in readiness for the President's return from Alaska.

The statue by Richard E. Brooks, sculptor, was originally unveiled in 1909, during the Alaska-Yukon-Pacific Exposition. On the bronze rim of the pedestal are the words, "Let us make the treaty tonight." The original inscription reads: "William Henry Seward, Patriot and Statesman, as Governor of New York, United States Senator and Secretary of State, gave to the people of this country a long and useful life culminating in his purchase of Alaska on March 30, 1867, in commemoration of which

the citizens of Seattle have set up this monument in the year of our Lord, 1909."

The two supplemental tablets, neatly placed in the base of the pedestal, contain these words: "The Pacific Ocean, its shores, its islands and the vast regions beyond will become the chief theater of events in the world's great hereafter," and "As war has hitherto defaced and saddened the Atlantic world, the better passions of mankind will soon have development in the new theater of human activity." At the bottom of each inscription, in smaller letters, are the words: "William H. Seward in the United States Senate, July 29, 1852."

It will be noted that President Harding's visit lacked only two days of being the exact seventy-first anniversary of Senator Seward's speech. The President was most gracious during his participation in the unveiling of the new inscriptions. He held in his arms for the purpose Elizabeth Brown, the little granddaughter of Seattle's Mayor. After the ceremony was completed, President Harding carefully read and approved the inscriptions.

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*Celebration of Constitution Day*

It was on Monday, September 17, 1787, that the Constitution of the United States was signed and it was Monday, September 17, 1923, that the event was patriotically celebrated throughout the Republic. In Seattle, Horace F. McClure, President of the King County Bar Association, called a meeting of the Bench and Bar to assemble in the court room of the United States District Court. Mr. McClure presided and appropriate addresses were delivered by United States District Judge Jeremiah Neterer, Superior Court Judge James T. Ronald, United States District Attorney Thomas P. Revelle and Hon. George Donworth, former United States District Judge. The United Circuit Court of Appeals was represented by Judges Frank H. Rudkin of Washington, William H. Hunt of California and George M. Bourquin of Montana. These, with Judge Neterer and Judge E. E. Cushman, also of the United States District Court, in their robes of office, occupied the bench and the spacious court room was filled with lawyers and laymen, all deeply interested in the impressive program. It is quite likely that Constitution Day will hereafter be annually observed throughout America.

### *Two Neglected Subjects*

One of the most interesting developments among men at the present time is the maintenance of the so-called luncheon clubs. Future writers of history are sure to find a knowledge of this movement necessary when they seek to interpret the first quarter of the twentieth century. This thought is inspired by the pamphlet edition of an address on "Two Neglected Subjects" by Frank H. Lamb, of Hoquiam. Mr. Lamb, a business man, inventor and manufacturer, is so devoted to the Rotary Club that he has been advanced in leadership until he is now a Vice-President of the International Organization. He is called upon to give addresses in many parts of the country. Of course the influence of the new movement permeates those addresses. On returning to his home town he was asked to address the Grays Harbor Teachers' Institute on September 5, 1923. Talking to teachers as a business man he said he felt that the two neglected subjects were character and service. These he defined as follows: "Character is the interpretation of the facts of knowledge to the moral or spiritual upbuilding of the individual and the ultimate good of society. * * * Just as character is the motivating influence in life from a moral standpoint, service is the motivating ideal in the business or vocations of life. Service implies the substitution of selfishness and profit by an obligation to render full value regardless of the terms of contract and a desire to return something to associates and society." That is the new attitude of such men toward business and life. Who can measure the influence for good when ten million members of the various luncheon and service clubs meet each other every week throughout the cities and towns of America?

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### *Another Contribution to Northwestern History*

Mr. Lawrence W. Jenkins of the Peabody Museum of Salem, Massachusetts, writes that next year the Marine Research Society of Salem will publish a journal by William Bartlett who was on the Northwest Coast of America in 1791. It is to be annotated by Judge F. W. Howay, of New Westminster, British Columbia, well known here as one of the Contributing Editors of the *Washington Historical Quarterly*. Those who are familiar with Judge Howay's skill and scholarship are ready to concede that the work will be well done.

### *Doctor Gowen Returns from the Orient*

Dr. H. H. Gowen, Professor of Oriental Languages and Literature, University of Washington, has returned from a successful visit of seven months in China and Japan. The journey was made under the auspices of the Institute of International Education, upon invitation from the governments of Japan and China. He addressed audiences assembled by a number of the more prominent Universities and learned societies and was the recipient of rare documents whose translations will prove valuable toward a better mutual understanding of history. While on the return journey, news was received of President Harding's death. Captain Thomas E. Quinn of the Admiral Oriental liner *President Madison* at once arranged a memorial service at which Doctor Gowen officiated.

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### *Pioneers of North Idaho*

The annual reunion of the Pioneer Society of North Idaho was scheduled for September 27, 1923. The citizens of Lewiston joined in the preparations and the entertainment included a business meeting, banquet and "Old Time Dance," all at the Lewis and Clark Hotel, Lewiston, Idaho.

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